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# THE CHINA PRESS

大陸報

A Live Newspaper Devoted to Progress in China

No. 2102 VOL. VII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 光緒戊午年六月初五日正報 SHANGHAI, FRIDAY, JULY 12, 1918 大正四年第三種郵便物認可 10 CENTS

## ITALIAN OFFENSIVE IN ALBANIA GAINS MORE TERRITORY

### Action Across Lower Vojussa Results In Capture Of Heights

### ALLIES GIVE HELP

### Vienna Admits Italian Advance Across River Is In Progress

(Reuter's Agency War Service)

Rome, July 9.—An official communique reports:

The action in Albania continues.

On our left wing, after an artillery preparation in which British monitors effectively participated, our infantry from the Lower Vojussa carried, after a bitter struggle, the heights between Levani and Pojani monastery. Meanwhile our cavalry attacked the enemy rear and destroyed the Semni bridges at Metali. We also captured Fieri, the strongly defended positions at Cafaglava and Corocof and also the heights at Cafadevris at the head of the Tomorica. Our prisoners now exceed 1,300.

London, July 9.—(By wireless).—An Austrian official communique reports:

The pressure of the enemy forces advancing across the Vojusa, in Albania, continues. There has been fighting southwestward of Berat in connection with which the French have gained ground in upper Devoli.

## *Morocco Will Add To French Grain Supply*

### *Superlative Harvest Is Assured From Vast Wheat, Barley And Bean Fields*

(Reuter's Agency War Service)

Paris, July 8.—The Times correspondent at Tangier says that a series of good crops in the French protectorate of Morocco have culminated this year in a superlatively fine harvest in the vast wheat, barley and bean fields. All this grain will increase the French supply.

The Times correspondent adds that the change from the anarchy of half a dozen years ago to peace and prosperity is remarkable. "I motored unguarded for hundreds of miles through country into which any attempt to penetrate six years ago would have meant certain death. Everywhere I found a smiling satisfied people. The administration of General Liautey has exhibited throughout skill in the organisation and redistribution of forces and a policy of firmness, justice and never-ending consideration for the native. The splendid crops are the response of the natives to the encouragement of the French authorities, as with little exception the whole of the agricultural districts are owned and worked by the Moors."

## HUNAN BANDITS GIVING ARMY GREAT TROUBLE

### Chang Huai-chi Wants More Money 'For Expedition Against Canton'

Reuter's Pacific Service

Peking, July 10.—A telegram from Hunan states that the bandits who are joining the rebels in large numbers are causing the Government troops considerable trouble and are operating at will in many districts.

General Chang Huai-chi is again demanding funds for the purpose of organising an expedition against Kwangtung.

## *New Japanese Envoy To Switzerland Named*

Reuter's Pacific Service

Tokio, July 10.—Mr. Kumataro Honda, Councillor of Embassy in London, has been appointed Minister to Switzerland.

## *Bitter Fighting Reported In Streets Of Moscow*

### Revolutionaries Barricaded In Buildings And Fire On Bolsheviki, Who Try To Protect Germans

(Reuter's Agency War Service)

Amsterdam, July 9.—The Berliner Tageblatt states that a member of the Bolshevik Government has taken up his quarters in the German Legation at Moscow with a view to ensuring the safety of the personnel of the Embassy.

A message from Berlin states that the German Government has recalled the German Ambassador at Kieff.

The Vossische Zeitung states that street fighting of the greatest bitterness continues in Moscow, where the Revolutionaries barricaded themselves in the Imperial Theater, mounted machine-guns at all the windows and fired on the Bolshevik troops. The German newspapers report an outbreak of cholera in the Southern Ukraine and Northern Bessarabia, which is spreading to Hungary.

**New Government At Vladivostok?**

London, July 10.—The Tokio correspondent of the Times cabling on the 4th states:

The Vladivostok correspondent of the Asahi states that a new Provisional Government of Siberia has been established at Vladivostok. It intends to summon a Constituent Assembly. Its program includes the liberation of Siberia from the Bolsheviki, the avoidance of foreign intervention, universal suffrage, the establishment of provincial councils and labor bureaus, distribution of the land and the continuance of war against the Central Powers.

Reuter's Pacific Service

Tokio, July 10.—Information from a reliable source states that the Bolshevik troops at Karinska, Nerchinsk and Bauriya total 8,000 infantry, 1,500 cavalry, many machine-guns, field pieces, one amored motor and three aeroplanes. Most of the troops are Austrians and Germans, besides some marines specially sent from Russia.

**Situation In Siberia**

Peking, July 7.—The following telegram from Tchugutchak (Tahcheng in Tarbagatai) contains further information regarding the situation in Siberia:

June 29.—Bolshevik authority in Western Siberia has been overthrown. The insurrection started in in Novonikolaevsk and Mariinsk on June 9, when the local Soviets were expelled. In the course of the next few days the Bolsheviki were driven out of Omsk, Kainsk and Tomsk and the whole of Western Siberia is now free from them, excepting Tumen and Bilsk. The overthrow of the Bolsheviki is stated to be the result of co-operation between detachments of the Provisional Siberian Government and the Czech-Slovaks. The president and chief members of the Siberian Government are at present in Harbin and Vladivostok. Commissioners previously appointed by them have taken over the government of Western Siberia at Omsk till further instructions. This shows that there are not two governments as previously stated but one, the Western Siberian Commissariat acting on behalf of the Siberian Government. The agents of the Siberian Government are re-establishing the governmental and local government institutions suppressed by the Bolsheviki. Their program includes the organisation of a military force, the restoration of relations with the Allies, the revival of normal exchange of supplies and the provision of foodstuffs pending the assembly of the Siberian Duma, which is expected to attend to problems of legislation. Responsible agents are being appointed without regard to party considerations on the basis of working efficiency. The question of the unification of autonomous Siberia with the Ural mining region and some adjacent parts of Eastern Russia in Europe is being considered. The struggle against Bolshevism is not yet finished, but the representatives of the Siberian Government rely upon the support of the population, which has apparently facilitated their task.

Another report confirms the overthrow of Bolshevism in the Semipalatinsk province which now adheres to the Siberian Government, but no details have been received so far.

**Overthrow In Irkutsk**

Kiahta, July 6.—A telegram dated July 4, 2 p.m., announces the overthrow of the Bolsheviki in Irkutsk. Most of the Bolshevik commissariats fled, the remainder being arrested. The administration of the city has been taken over by the Municipal Council.

## B.W.W.A. ENTERTAINMENT AT RACE CLUB TONIGHT

### Auction Sale And Dancing To Be Held For Benefit Of Association Funds

Over $8,000 has been pledged to the British Women's Work Association in the campaign to raise $50,000 to eliminate the Association debt and a large sum will be realised tonight at the Shanghai Race Club when an entertainment, dance and auction sale will be held for the benefit of the association fund.

Tables may be reserved at Moutrie's today and reservations should be made early. Several tables have already been taken.

The auction will start at 10.30 o'clock, following the entertainment program. A quart measure, from the British ship Defense, wrecked in 1813, is among the articles to be sold.

## *Cecil Defends Waiving Of Search For Dutch*

### *Was Only Special Act Of Courtesy To Netherlands Government*

(Reuter's Agency War Service)

London, July 9.—In the House of Commons today, Lord Robert Cecil stated that there was nothing which had occurred in connection with the Dutch convoy which could be regarded as an abandonment or modification of the right of search, the vital importance of which the Government fully recognised. The Government had agreed, as a special act of courtesy to Holland, to allow the convoy to pass provided the passengers were confined to officials of the Netherlands Government and their families and that no enemy goods and no mails were carried, conditions to which Holland agreed. His Majesty's Government had secured considerably more than was to be obtained by right of search. Holland had been informed that this must not be regarded as a precedent.

## SHANGHAI CLUB SUED BY EXPELLED MEMBER

### Action By Mr. Gordius Neilson Heard In British Supreme Court; Case Adjourned

The Shanghai Club was sued before Sir Havilland de Sausmarez in the British Supreme Court by Mr. Gordius Nielson in an action charging wrongful dismissal from membership. The claim is for a declaration that the plaintiff is still a member of the Club and entitled to its privileges. Mr. N. C. Home appeared for the plaintiff and Mr. G. H. Wright for the defendant Club.

The particulars of the claim are:

(1)—The plaintiff became a member of the defendant Club on or about March 20, 1895, and has since continued to be and still is a member thereof.

(2)—The defendant Club is an Association not for profit to which license as a company limited guarantee was granted by the Governor of Hongkong in pursuance of the Hongkong Companies Ordinances.

(2)—On June 17, 1918, the defendant Club unlawfully purported to pass a resolution expelling the plaintiff from its membership, which said resolution the defendant Club unlawfully confirmed on July 1, 1918; since when the defendant Club has unlawfully refused to allow the plaintiff to enjoy or exercise the rights or privileges of membership or any of them.

Mr. Home asked that particulars of defense be filed.

Mr. Wright took exception to the character of the writ, which he declared to be of unusual character in that the grounds on which the plaintiff claimed he was unlawfully expelled were not specified. Mr. Home said that he had no objection to filing a statement of claim but would ask for discovery. Mr. Wright said he thought there would be no objection to his colleague seeing the Minute Book of the club and the case was adjourned until today.

## Americans Getting Ready To Entrain For The Fighting Line

An American battalion in France getting ready to entrain for the fighting front.

## BRITAIN WILL INTERN MALE ENEMY ALIENS

### Women Of Teuton Origin To Be Repatriated, Premier's Committee Decides

(Reuter's Agency War Service)

London, July 8.—The Premier's committee which has been investigating the alien question recommends the immediate internment of all male enemy aliens over eighteen years of age unless there are medical or other definite causes for exemption; the repatriation of women of enemy origin, except those whose husbands are exempted from internment; the immediate dismissal of all persons of enemy origin employed in Government offices and the prompt control of enemy businesses. All changes of names by persons of enemy origin since August, 1914, to be inoperative until six months after the war.

## TYPHOON SWEEPS GUAM, WITH DAMAGE HEAVY

### Loss Of Life Is Small But Much Property Is Destroyed

(Reuter's Agency War Service)

New York, July 10.—The Island of Guam was swept by a typhoon on the 6th. The loss of life was small, but much property was destroyed and the crops devastated.

## CATHOLICS OF U.S. TOLD TO PRAY FOR VICTORY

### Cardinals Call On People To Fight Like Heroes And Pray Like Saints

(Reuter's Agency War Service)

New York, July 10.—The Catholic War Council has issued a call "to fight and pray," signed by the American Cardinals.

It declares that all American Catholics are enthusiastically working for the prosecution of the war, and, if the nation will fight like heroes and pray like saints, America will lead the nations to victory. It calls on Catholics to say the Angelus three times a day for the guidance of the nation and the welfare of its heroes.

## *Convoyed Ship Losses Less Than 2 Percent*

### *30,000,000 Tons Of Shipping Reach England Under Escort In Year*

(Reuter's Agency War Service)

London, July 9.—In the House of Commons today Sir Chiozza Money, parliamentary secretary to the Ministry of Shipping, said that the results of ocean convoying of merchant vessels continues to improve. Over 30,500,000 gross tons of Allied and neutral shipping had been convoyed homeward since June, 1917, with losses of 1.31 percent. Of foodstuffs being brought to Europe only 1.75 percent have been lost since January 1918.

## *Kuhlmann Forced To Quit Ministry*

(Reuter's Agency War Service)

Copenhagen, July 9.—The Wolff Bureau reports that the Kaiser has accepted Baron von Kuhlmann's resignation and Captain Hintze, the German Ambassador at Christiania, is mentioned as his successor.

## *All Processions And Meetings Forbidden Throughout Ireland*

(Reuter's Agency War Service)

London, July 8.—General Shaw has prohibited meetings and processions throughout the whole of Ireland.

## *Saturday Club To Hear Of Conditions In Russia*

### *Professor Robertson And Mr. R. J. Reitzel To Talk At Tiffin Today*

Professor C. H. Robertson of the national committee of the Y.M.C.A. and Mr. R. J. Reitzel, a Y.M.C.A. worker in Russia and Austria, will be the principal speakers at the final tiffin of the year of the Saturday Club at the Carlton Cafe this noon. Mr. Ivan Chen, the Shanghai Commissioner of Foreign Affairs, will preside.

Professor Robertson will give a talk on "Experiences and observations in Russia," while Mr. Reitzel will speak on the Y.M.C.A. work there.

## EXPULSION OF JEWS ORDERED BY FINLAND

### Must Leave By September 30 Or Starve, Reported Decision Of Government

(Reuter's Agency War Service)

Stockholm, July 9.—According to the Jewish Press Bureau, the Finnish Government has ordered the expulsion of all Jews before September 30 and has instructed communities to refuse them food after that date, the only exceptions to be a few who fought in the ranks of the White Guards.

## *Today We Celebrate That We Have Mr. Feng*

### *For It Is Just A Year Ago That The Republic (Laughter) Was Restored*

Today has been set aside by Presidential mandate for a holiday in commemoration of General Chang Hsun's defeat in his attempt to restore the monarchy a year ago. All the local official bureaus will be closed for business, including the Customs House, the Mixed Court, the Office of Commissioner of Foreign Affairs and the judicial and executive yamen in the city.

The Taoyin of Shanghai has instructed the Chambers of Commerce both in Nantao and in the International Settlement to urge the merchants to hoist up the national colors. A military review will be held at the Arsenal with General Lu Yung-hsian as the reviewing officer. Most schools will obsereve the holiday.

## CONSTANTINOPLE RAIDED BY ALLIED AEROPLANES

### Five Flyers Drop Bombs But No Damage Done, Turk Communique Reports

(Reuter's Agency War Service)

London, July 9.—A Turkish official communique states:

Five enemy aeroplanes bombed Constantinople on the 7th. Damage nil.

## MR. J. R. CLYNES NAMED AS FOOD CONTROLLER

### British Labor M. P. Is Appointed To Succeed Lord Rhondda

(Reuter's Agency War Service)

London, June 9.—The Press Bureau announces that Mr. J. R. Clynes, Labor M.P., for Northeast Manchester, has been appointed Food Controller.

## ESPIONAGE ACT CASE COMES UP WEDNESDAY

### Set Preliminary Hearing In Action Of U.S. Against D. L. McCoy In Consular Court

The preliminary hearing in the case of Mr. D. L. McCoy, arrested Wednesday by the United States authorities on a warrant charging violation of the Espionage Act, will take place next Wednesday morning in the American Consular Court. It is probable that the preliminary hearing will be waived and trial awaited in the United States Court, though the young man's attorneys state that they are undecided on this point.

The specific charge made against Mr. McCoy, it was learned yesterday, is that he did "wilfully write in disloyal and abusive language about the military forces of the United States of America, said language being intended to bring the form of government and the military forces of the United States of America into contempt, scorn, contumely and disrepute."

The statements on which the action is based were contained in a letter to the defendant's mother, written June 15.

The first important case brought in the United States under the new Espionage law, which went into effect on May 16 last, was that of Rose Pastor Stokes, Socialist and social worker, who was sentenced to ten years' imprisonment on each of three separate counts in Kansas City some weeks ago. The sentences were to be served concurrently and her case is now on appeal to the Supreme Court. The maximum penalty under the law is a fine of G.$10,000, or 20 years' imprisonments, or both, and the minimum is in the discretion of the Court.

District Attorney C. P. Holcomb will prosecute for the Government.

### *The Weather*

Fine and hot. The maximum temperature yesterday was 83.8 and the minimum 71.4, the figures for the corresponding day last year being 88.5 and 78.4.

## FRENCH ATTACK IN OISE REGION WINS GROUND AND MEN

### Germans Lines Penetrated West Of Antheuil In Brilliant Operation

### 450 ARE CAPTURED

### Confusion In Rear Of Teuton Trenches Causes Scarcity Of Food

(Reuter's Agency War Service)

Paris, July 9.—The official communique issued this afternoon reported:

Between Montdidier and the Oise at 3.30 this morning we carried out a local operation west of Antheuil on a front of 2½ miles. Supported by tanks we penetrated the enemy's lines, carried Porte Farm and des Loges Farm and advanced over a mile at certain points. An enemy counter attack at des Loges Farm was repulsed. We maintained all our gains. Up to the present we have taken 450 unwounded prisoners, including fourteen officers.

South of the Aisne the artillery duel continued actively during the night time in the region of Chavigny Farm, where we again progressed, taking a score of prisoners.

There has been reciprocal artillerying west and north of Chateau-Thierry, especially at Hill 204.

**Two German Divisions Cut Up**

The account now available of the achievement of a division of French troops which cut up two German divisions at Cutry, west of Soissons, shows the important part they played in stopping the last German offensive.

The attack was begun by light tanks which started five minutes after our artillery preparation, traversed the ravine, mounted the hill and broke the enemy's center of resistance. Two German companies entrenched in a wood were surrounded and annihilated and more than 1,500 prisoners and 110 machine-guns fell into the hands of the French, who put 300 Germans out of action.

All the French objectives were achieved and two German divisions were terribly decimated so that they had to be taken from the front to be reformed.

Valuable information regarding the German effectives was gained. Certain companies of these two German divisions were reduced to eighty and a hundred men, and the 1919 class entered into their composition to the extent of 25 percent.

The official communique issued this evening reports:

South of the Aisne an enemy counter attack against the positions we carried in the region of Chavigny Farm failed. We took 530 prisoners in our attack this morning west of Antheuil and captured thirty machine-guns.

**French Active In Other Sectors**

Paris, July 10.—The official communique issued this afternoon reports:

There has been reciprocal artillerying north of Montdidier and south of the Aisne, in the region of Chavigny Farm.

We carried out several coups-de-main in Champagne and took some prisoners.

Seven German aeroplanes were brought down and two captive balloons set on fire on the 8th.

**Confusion Behind Enemy Lines**

London, July 9.—Reuter's correspondent at British headquarters states that prisoners have reported considerable confusion in the rear of the German line. So difficult was the rationing of the German outpost line in the face of our fire that the enemy was forced to use aeroplanes as supply lorries, a box of bullybeef and biscuits being dropped by mistake from an hostile low flying plane on to one of our forward posts. This is the first time such a practice has been followed on the western front.

Field Marshal Sir Douglas Haig wires this evening that there is nothing to report.

Aviation.—Seven German machines were destroyed and six driven down out of control. Four British machines are missing.

We dropped nineteen tons of bombs, principally on the railway connections

at Roulers, Tournai and Wavrin, and dumps at Warnèton and Bac-Sainte-Maur.

Practically no flying was possible last night.

London, July 10.—Field Marshal Sir Douglas Haig reports this morning:

We repulsed local attacks eastward of Villers-Bretonneux.

The enemy's guns developed considerable activity from Villers-Bretonneux to the Ancre.

We drove off raiders southward of Bucquoy and slightly advanced our line in the neighborhood of Merris.

London, July 9.—Air Ministry official: Yesterday our aeroplanes successfully bombed an enemy aerodrome. Bombs were observed to burst on sheds and hangars.

During the night the enemy's aerodromes were again attacked with good results and it is reported that two hangars were set on fire. Trains and search-lights were attacked from a low altitude.

All the British machines returned safely.

### 5,400 Prisoners Taken By French Since June 15

Paris, July 10.—A semi-official communique states that since June 15 the French, in local operations, have captured 5,400 prisoners, including 60 officers.

## BRITISH SUBMARINE ATTACKED BY SEAPLANE

### Berlin Says Two Were Damaged, But London Only One

(Reuter's Agency War Service)

Amsterdam, July 9.—A telegram from Berlin states that German seaplanes bombed, machine-gunned and severely damaged two British submarines on the 6th off the mouth of the Thames. Destroyers were seen towing in the submarines, one of which is alleged to have been in a sinking condition.

London, July 9.—The Admiralty issues the following communique:

A British submarine patroling off the East Coast was attacked on the afternoon of the 6th by five enemy seaplanes with bombs and machine-gun fire. The submarine suffered only slight damage and was towed back to harbor by another submarine. An officer and five men were killed.

## IRISH CORPORAL'S TRIAL AS TRAITOR FINISHED

### Findings Not Yet Announced On Soldier Who Landed From U-Boat

(Reuter's Agency War Service)

London, July 9.—The court martial of Lance-Corporal Dowling has concluded. The accused gave no evidence but his counsel addressed the Court. The findings will be promulgated in due course.

## Death List 141 From Paris Air Bombardment

(Reuter's Agency War Service)

Paris, July 10.—141 persons were killed and 432 injured in the long-range aerial bombardment of Paris from January 1 to June 30, excluding 66 persons who were suffocated in a panic on March 11.

## £25,000 Donated For Aviation Professorship

(Reuter's Agency War Service)

London, July 10.—Sir Basil Zaharoff has given £25,000 to establish a professorship of aviation in London.

## 185 To Leave Shanghai On Steamer Nanking

Of the 223 available accommodations on the China Mail liner Nanking, which does not leave here until August 10, 185 will be taken by passengers leaving Shanghai for Japan and the United States. The Nanking arrives here from San Francisco on her maiden voyage, July 23.

## LLOYD GEORGE SPEAKS

(Reuter's Agency War Service)

London, July 10.—Mr. Lloyd George, speaking at a dinner at the House of Commons in honor of Rev. Dr. Jowett, President of the Free Church Council and Minister of the Fifth Avenue Presbyterian Church, on his return from America, said that he was more confident today than he had ever been concerning the issue of the war, one reason being the appearance of American troops in France.

## THREE FORMER S.M.P. MEN ARE SEVERELY WOUNDED

### Major Cressy Out Of Active Service, Reuter And Scudamore Also Invalided

Mr. E. C. Cressy, former Assistant Superintendent of Sikhs in the Shanghai Municipal Police has been so severely wounded as to render him unfit for service at the front and is now a Major at Woolwich Arsenal; Mr. Fred Reuter, who prior to his departure from Shanghai to enlist in the British Army was warden at the municipal jail, was so badly wounded in the last offensive that one leg has been amputated and Constable A.A.V. Scudamore, S.M.P., now with the 10th Yorkshires, has been invalided out of the army.

All the men mentioned together with many others who formerly held positions in the police department here, are in London, according to a letter received from Sergeant Fred. E. Leary, who is now engaged in detective work at the Canadian Army Police Headquarters, London. Sergt. Leary has 21 wounds, is unable to return to the front and was recently assigned to do special investigation work for the Candian police in London.

Detective Sergeant Julius Rye of the local department has been commissioned a lieutenant and Sergt. Jimmy Quayle, erstwhile captain of the police cricket team, is awaiting a commission in the Labor Corps. He was rejected for the infantry.

Sergeant Bert Young is with the London Scottish in Palestine, Sergt. G. Dovey is a member of the Military Police in France and Sergt. A. E. Grimble, who left here with the first contingent and later sustained the loss of both legs is in London.

## CRIMINAL FOUND SLAIN, BODY LYING IN CREEK

### Man Convicted As Robber Is Brutally Killed With An Axe

With his face and head cut and battered by an axe, a sash tied tightly about his neck and his body badly bruised, the body of a Chinese criminal, Chang Ah-nye of Hangchow was found in the tidal creek near East Yuhang Road yesterday morning.

He was identified through the finger print department of the Settlement police and detectives believe that they will be able to arrest the murderer today.

The body was discovered by Chinese women and girls returning from their work in the mills, only the right hand of the dead man being exposed to view above the waters of the creek. Police were notified and as the tide went out, the body of the murdered man made a gruesome sight.

There was a broad scarf tied about his neck and the police believe that he was first strangled and then afterward attacked with the axe. The axe was found ten yards away from the point where the body was discovered.

When the finger prints were taken, the man was identified. He was convicted some weeks ago by the French police for robbery.

## D. S. O. AWARDS MADE

(Reuter's Agency War Service)

London, July 7.—The Gazette announces the award of a bar to the D. S. O. to:

Lieutenant Colonel G. A. Beatty: "When the regiment to which he was in support was held up in an attack he led his regiment forward at the gallop under heavy machine-gun and rifle fire and occupied an important position, which enabled the other regiment to take its objective. His quick decision and skilful handling of his men resulted in an important success."

Major George Knowles: "He took command of his regiment when the Commander was wounded and remained in command though wounded. He made very skillful dispositions and clung to his position with the greatest determination, though surrounded on all sides, until relieved. He showed great ability and courage."

Major A. M. Mills: "When his squadron in an attack was forced to withdraw a short distance owing to heavy casualties, he reorganised and led them forward with great skill and determination and captured the objective."

Mentioned for valuable services in the war: Col. W. A. Cahusac, Col. S. L. Craster, Col. Sir Ronald Ross, R. A. M. C., the famous authority on malaria; Col. Sir H. B. Thornhill.

## Dominion Men Guests At Buckingham Palace

(Reuter's Agency War Service)

London, July 9.—After the visit to the Western front of all the representatives of the Dominions, Their Majesties dined the following at Buckingham Palace tonight: Sir Robert Borden, Mr. W. F. Massey, Mr. Joseph Cook, General Smuts, Mr. A. Meaghin, Mr. J. A. Calder and the Maharaja of Patiala.

## *Liberty Motor's Troubles Ended; Production Grows*

By Theodore M. Knappen

Washington, June 4.—There is nothing to write about the Liberty motor now except history, but history may still be interesting.

The natal days were most exciting. Messrs. Vincent and Hall, locked up together in a hotel, were incubating the Liberty motor. Engineers and officials and British and French officers came and went from the sacred suite almost on tiptoe. At the bidding of the two aircraft consuls great engineers and manufacturers arrived and departed. Drawings, tracings and blue-prints piled up on the beds and tables and dressers.

It was on or about May 25 that the idea of an American motor was born. On the 28th Messrs. Hall and Vincent began their historic session. On June 4 the draft of the general design was complete and was submitted to a joint meeting of the aircraft board and the army and navy technical board. It was for an eight-cylinder engine that was to develop somewhere around 300 horse power. It looked good on paper and everybody was jubilant. The whole affairs was dramatically staged and chronicled. The super-heated air was provided at the start.

The joint board approved the design, and forthwith orders were telegraphed to various shops to make the different parts instanter. Draftsmen worked feverishly over drawings, and there was much rushing back and forth.

**A Tentative Miracle**

Then, on July 3, twenty-eight days later, occurred the miracle that upset all conservatism. The parts were brought together from far and near and assembled into a motor that worked like a charm.

However, on foreign advice, it was decided to increase the motor's power and make it a twelve-cylinder type. It was originally intended to make the motor in four, six, eight and twelve cylinders, but in the end all other forms were abandoned in favor of concentration of production on the twelve-cylinder. More power was the cry from the Allies. They had exhausted the possibilities of low-power engines. The big engine—big in power and light in weight—was to be the peculiar American contribution.

The twelve-cylinder model passed all tests with flying colors on August 25. A trip to Pike's Peak gave it an altitude experience. There were more drawings and more consultations and more changes, and finally, after August 25, the motor was ordered into quantity production. On October 29 the first motor that could be roughly called the result of quantity production was tried in a De Haviland 4, at Dayton, Ohio. The result was so satisfactory that everybody thought it was all over but the shouting for both 'plane and engine.

**When Borglum Arrived**

But presently troubles began to develop. There were rumors of disappointing tests and whisperings that the Liberty motor was a failure after all. Gutzon Borglum was permitted to run amuck, and in the meantime Secretary Baker, doubtless carried away by the enthusiasm that infected everybody associated with the motor, began to anticipate the schedule in his deliverances to the press. What the enthusiasts, after being driven into advancing their own confident schedules by two months, said about what they would do was taken literally. Every bit of good news was magnified. At length came the day when fifty motors had been completed. Somebody told Secretary Baker they were to be shipped to France. He said so. They were shipped, but only one of them ever got to France. The rest were diverted.

Quantity production on a large scale was due to begin in December. We were to have three thousand motors in March. December came and there was no quantity production. Howard Coffin, chairman of the aircraft board, then appointed a committee of engineers to find out what the trouble was. This committee soon found that various parts of the motor were not strong enough and that others were not well adapted to it. The connecting rods were found to be weak. The lubrication system worked splendidly on the ground, but was inefficient in the air. The crankshaft was not strong enough, and so on.

**Parts Greater Than The Whole**

This committee insisted on changes. Program or no program, they said, America could not afford to have anything but the best. It would never do to let a motor of exceptional design be ruined by mistakes in the parts. There was, of course, some trouble in getting the right amount of radiation. There always is in motors, and always will be. Sufficient radiation for the ground is too much for 12,000 feet. You must have too much or too little at some time. Finally, however, a satisfactory compromise was arranged in radiation.

It was not until April 28 that the committee of engineers made its final fifty-hour tests on motors with all the essential changes and improvements installed. Besides these basic changes there were a great many lesser alterations suggested, chiefly by the manufacturers, who kept in touch with each other through an unofficial committee and passed on all changes as they were suggested. The strengthening of the connecting rods was, however, the chief cause of delay. That set back real quantity production at least seventy-five days.

**The Unfortunate Coincidence**

These delays, rumors of which got to the public at the same time Gutzon Borglum was doing a cubistic feat in investigation under the shelter of Presidential authority, and The Providence Journal was hinting a pro-German conspiracy in high places, and The New York Times was actually enunciating charges of another sort of conspiracy, aroused a general feeling in the public mind that the whole aircraft program was a total loss and no insurance.

All this time the men who were making the motor and the responsible officials knew that the worst thing that had happened was an official publicity, bathed in rosy pigments, that insisted on keeping up the fiction of everything going according to a hectic program and at the same time preventing any authentic unofficial publicity. Had the War Department permitted the aircraft board and the aviation officials to grant that splendid freedom of access to the facts that the shipping board grants in regard to the ocean fleet, there would not have been all this commotion.

Through it all production was advancing.

In April the motors began to come out at the rate of fifteen or twenty a day. Production—now fifty a day—increases in volume weekly.

## U-BOAT BASES BOMBED

(Reuter's Agency War Service)

London, July 9.—The Admiralty issues the following communique:

Between the 4th and the 7th we dropped six tons of bombs on Zeebrugge and the docks at Ostend and Bruges. We also bombed four destroyers and four torpedo boats near Zeebrugge.

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## Mail Notices

MAILS CLOSE.

For Japan:—
Per N.Y.K. s.s. Omi Maru July 12
Per N.Y.K. s.s. C'kuzen M. July 16

For U.S. Canada and Europe:—
Per H.T. s.s. Rindjani .....July 14
Per T.K.K. s.s. Shinyo Maru July 19
Per C.P.R. s.s. E. of Japan July 20
Per P.M. s.s. Venezuela ....July 20

MAILS DUE.

From U.S. and Canada:—
Per O.S.K. s.s. Chicago M, July 15
Per C.P.R. s.s. Monteagle.. July 17


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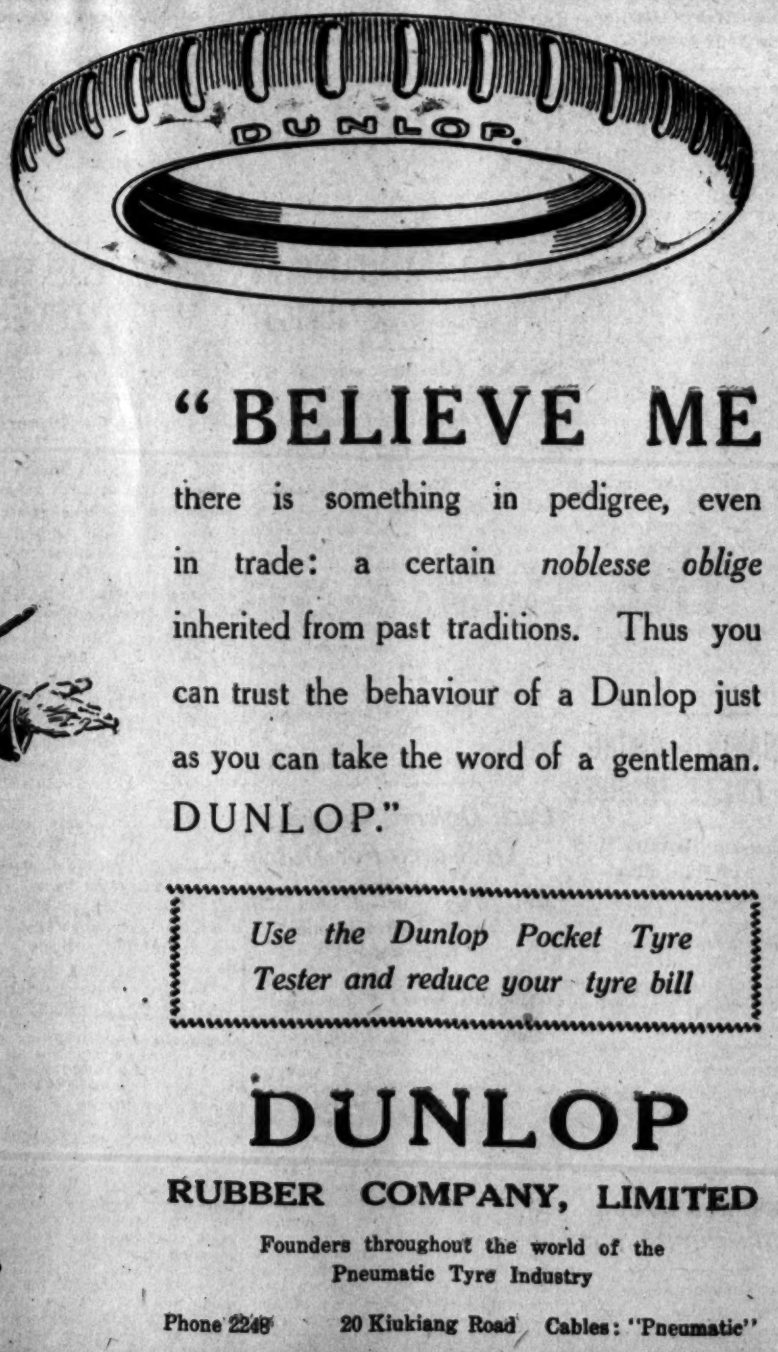


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# Unoccupied Shenko Land Free From Taxes, Is Ruling

## Important Action Brought By Municipal Council Is Decided tn British Court

Shenkoed land, covered by the river, may not be assessed for taxes according to judgment delivered by Sir Havilland de Sausmarez in the British Supreme Court yesterday in the case of the Shanghai Municipal Council against the Shanghai-Hongkew Wharf Co., Ltd. The Judge held that only that part of the disputed land which was actually occupied could be taxed.

Mr. R. N. Macleod appeared for the plaintiffs and Mr. D. McNeill for the defendants.

The text of the judgment follows:

"In the year 1907 four cadastral lots in the International Settlement of Shanghai and bordering on the river Whangpoo were owned by the defendants and were duly assessed for rating purposes. Before the next assessment they acquired the land covered by the river between their then frontage and a line, called the normal line, which had been established by the River Conservancy up to which riparian owners were, by the process known in Chinese law as shenko, entitled to acquire such land. To some extent they used this land, but on the whole they were content with their existing water front and took no steps to reclaim their property from the river.

"In the year 1911 a fresh valuation was made and these properties were assessed to the rates as blocks containing not only the old pieces of land occupied by wharves but also the shenkoed part. To this the defendants object on three alternative grounds, (1) that they are not in rateable occupation of the land covered by water; (2) that this land can only be taken into consideration as enhancing the value of the land previously held by the defendants, but it is not rateable by itself; (3) that, if they are in rateable occupation, such land being covered by water ought only to be rated at one-fourth of the value it would have if the land were not so covered.

"The right to levy rates is conferred on the body of ratepayers by the ninth land regulation, but no principle of assessment is laid down. That which appears to have been adopted was thus enunciated by Judge Bourne, the acting Judge of this Court, in the case of the Shanghai Municipal Council v. Ward. 'the value should give full weight to the purpose for which land could be used, the public having a right to the full taxation of land considering its capabilities when at its fullest development.' He speaks of this as 'the very important principle which is the basis of all municipal assessment for taxation.' By 'Municipal' he clearly must have meant taxation under the law applicable in Shanghai, for it is not a principle of wide-world application. He adds the reflection,—'the principle is obviously sound and should be maintained.' With this dictum I am entirely in agreement; the Settlement was granted by the Chinese Government for 'foreigners' to reside in, it is very limited in extent, and it seems to me that any part of its soil which is acquired by a foreigner should pay its full share of taxation.

"In a place like this where each nationality administers its own law it is essential that in matters affecting the commonwealth there should be agreement. Unless there is legislation that is binding on all, custom which is acceptable by all is our safest guide, for it is almost sure to be reasonable and it is unlikely to be repugnant to the law of any of the nations which form our community. Evidence satisfied the Court in the case cited, that the principle was such as it could accept; since then another assessment has been made and the same principle adopted. I think it would be most unfortunate that it should be shaken.

"The application of this principle is not altogether easy. Obviously the whole area is not capable of equal development, and the system adopted by valuers is to take a block, varying in size according to circumstances, over which experience shows that an equal development may be expected. The rateable value of land per mow in this block is based upon what its value would be if the whole of it were equally developed, and developed as highly as in the assessors' opinion of its situation it ought to be. Now, if assessments were made with sufficient frequency this method seems sound, and I have only one criticism to make of it, which is that all lots are not of the same size, and the fact that a lot is too small or of such a shape as to be incapable of development up to the normal highest standard of the block has to be taken into consideration. In other words its owner is entitled to his preference for a small lot without paying for it; and I understood Mr. Peebles to say that where two adjacent lots were in different names the same would apply, even if they were owned by the same person. This is perhaps a criticism of circumstances rather than methods, but it is the admission of the principle that the point when a lot is capable of the highest normal development of a block depends in a measure on its size and position. The custom is therefore only applicable to such lots as fulfil certain conditions.

"The crux in this matter is the determination of the point of time at which land in the Settlement becomes rateable, for when rateable it seems, in view of what I have said, that it is rateable on its highest potential value. The answer to (1) is, as soon as it becomes the property of a foreigner, and is capable of development, and this seems to be fatal to the defendants' contention that this Court should have regard to the English doctrine of rateable occupation, one of the elements of which is that there must be a use and enjoyment, which is, or is capable of being beneficial. Of rateable occupation it has been said that it is not defined by statute, nor has it been exhaustively defined by judicial decision. In view of the peculiar position of immoveable property held by foreigners in a country where they enjoy extraterritorial jurisdiction and the custom as to rating which has been upheld in this Court, I do not think circumstances admit of rateable occupation as a test of rateability. The present is a case where this Court cannot apply English law.

"This land is in a very peculiar position, it was until recently outside the Settlement as it was, and indeed still is, in a large measure part of the bed of the Whangpoo. Consequently the ratepayers are not by the defendants action deprived of rates, for none had ever been payable. The defendants were forced to shenko it or they might have lost their water frontage altogether; they did not shenko it in order to improve their property but to protect it. In the case of lots 31 and 520 the defendants say that the land owned by them was amply sufficient for a fully developed wharf; filling in the land at the present time would improve the usefulness of their property, whilst from the evidence it would appear that had this new land been acquired by another person and left as it was, the rates on these two lots would have been lowered for the defendants would have lost their water frontage and I fail to see how the new strip could have been rated. It certainly could not have been developed as a wharf. As regards the two other lots, the shenkoed land has been utilised to some extent, one, No. 1037, up to the normal line by means of piers and pontoons, though I understand that the defendants for some time were satisfied with these properties also as they were before the extension of the river bank.

"The land shenkoed was the property of the Chinese Government, and on acquiring it the defendants became renters from the Government of land which was potentially, if not actually, within the Settlement. As soon as it was above high water it would be within the Settlement and liable to pay rates on the rule applicable in the Settlement, what I may call the rule of highest development for land in that quarter. But what the defendants are asked to do here is not only to develop the land, but also and first of all to put it into the position of being capable of development.

"It is very difficult to exactly define its position, but we are to some extent helped by the second paragraph of Article 8 of the agreement regarding the establishment of a Board of Conservancy for the Whangpoo river, which says proprietors of river frontage will have a prior right to buy or take on lease all land created in front of their property by the drying operations of or improvement in the waterway. No obligation to raise the land is imposed.

"And there are considerable points of difference between this land and the land which was originally granted to foreigners for residence, as recited in the preamble to the Land Regulations; I know of no land which has been added to the Settlement in this way, and it is certainly in an anamolous position, being potentially within the Settlement but actually until it is above high water mark part of the river Whangpoo, which is its eastern boundary. I do not know what rules as to assessment might have been applied to such land as this, but I have no reason to think that the question was ever considered.

"What the plaintiffs have done is to seek to include this land in the rateable area of the Settlement by relying on consular title deeds; and they directed their assessors in a letter of August 24, 1911, to value the whole area at present covered by such deeds. No argument has been founded on these deeds and it seems unnecessary to consider their effect. I certainly should not do so without evidence." It is well known that they cover land outside the Settlement which is not subject to Municipal rates.

"In virture of a custom as to rating which has grown with the Settlement and which has no legislative sanction, it is now sought to impose on land which is essentially different from that which is subject to the usual purposes of a settlement, a burden which experience has shown to be appropriate to the latter but which is not necessarily so to the former. It is further sought to extend the burden applicable to land which is capable of development as part of the Settlement to land which has to be created as part of the rateable area before it is capable of development. I am of opinion that this is stretching the custom too far.

"I am anxious, whilst regarding circumstances, to interfere as little as possible with rules which have been approved; and I think they become applicable to any land, which either by being filled in or from natural causes is above high water mark. I think they ought also to be applied to any part of the land which is in effect occupied by the defendants as part of their wharf. It has been contended by Mr. McNeill that on the analogy of the Public Health Act, 1915, section, 211 (1)b, this being land covered with water, it ought to be rated at one-fourth of its value, and he relied on the case of Smith's Dock Co., Ltd. v. The Tynsmouth Corporation. Now I have already pointed out the difficulties that must follow on an attempt to introduce the niceties or peculiarities of different systems of rating into this country and I shall not repeat them, but I may point out that in that case the occupation of the land depended on its being covered with water, which is not the case with that part of the defendants' land over which they have pontoons for the purposes of their wharf. In my opinion this land must be rated as part of the whole lot No. 1037, which is used as a wharf. This is what has been done. The same must be done with reference to lot 1,000 in so far as it is used by the defendants.

"Mr. McNeill has suggested that due regard has not been had to the deterioration in the present value of the old land by the development of the new. This question arises only in regard to two of the lots, possibly three, and I gathered from Mr. Peebles, one of the assessors, that that had been done. If so that ends the matter, if not I must hear the parties further.

"As to lots 31 and 520 the time has not come when the land is capable of development in the sense in which land in the settlement is capable of development, and so the plaintiff must fail. It is possible that the land at present occupied by the defendants may be improved as a lot in view of the frontage which is now secured to them and, if so, the assessors may take that into account; subject to this the land must be treated as though it consisted of two lots, the old land and the shenkoed land, and the old land must be assessed as a lot, and the shenkoed part left unassessed.

"The case is one of no ordinary difficulty; in deciding it I have had regard to whatever there was of custom which could be applied. I have endeavored to leave undisturbed principles which have been ascertained, approved of and acted on; and finally to examine how far these had been extended or could justly be extended to land in the position of that in this action."

In answer to Mr. McNeill Sir Havilland stated that, according to his judgment, it was only the part that was actually occupied which had to be assessed.

Leave was given to apply in the case.

# Kerensky's Responsibility

## A Defense Of The Former Against Those Who Blame Him For The Collapse Of The Revolution

By General K. M. Oberouchev

It seems that at the present time a fashionable occupation among the Russians in America is to say all sorts of bad things about Kerensky. No sooner does a Russian step across the threshold of America than he begins to give vent to his feelings against Kerensky, and this is done with equal enthusiasm by Kerensky's opponents on the Right and by his enemies on the Left. Recently there appeared in the newspapers an interview with a gentleman by the name of Gerard Maydell, who has just arrived from Scandinavia. According to the report of this interview, Mr. Maydell, after expressing his hatred for Kerensky, put the following three questions to Kerensky and his friends—questions which, in his opinion, are destructive for the Russian leader.

The first question is, "Who issued the order to soldiers not to salute their officers?" The second question, "Who suggested that soldiers should have the right to vote whether they fight the enemy or not?" and, thirdly, "Who furnished arms to the Red Guards?"

Without having the honor of being among Kerensky's friends, for I have met him but three times in my life, I shall permit myself to answer these questions.

First, the order which made it non-obligatory for soldiers to salute their officers was issued originally on March 1 (14) by the Petrograd Council of Workmen's and Soldiers' Delegates, and affected only the troops of the Petrograd garrison. Later on, this question was discussed by the commission under the Chairmanship of General Poltvanov, who was the Minister of War under the Imperial Government, and was included in the Declaration of Rights of Soldiers worked out by this commission and published in the middle of March by the Minister of War, A. I. Guchkov. Kerensky at that time was the Minister of Justice and had no connections whatever with the Ministry of War.

Question No. 2: No one had ever given the soldiers the right to discuss and vote upon the question as to whether or not it is necessary to fight against the enemy. In some parts of the army this right was usurped by the soldiers themselves, and Kerensky struggled against it in every way possible. He even ordered disarmed those regiments which discussed these questions and adopted resolutions refusing to go to the front and to continue the war. The regimental committees which adopted such resolutions were usually headed by the former gendarmes, policemen, or Secret Service agents the servants of the old regime who, for the time being, became extreme radicals.

Question No. 3: I do not know who gave the order for the arming of the Red Guards in the provinces of Central Russia; but I do know that when in Kiev, after the Kornilof uprising, the workmen demanded from me, as the commander of the troops in the Kiev military district, that I give them arms for the arming of the Red Guards, and I refused to do this, stating that all the arms were needed for the front. They asked me to make inquiries concerning this with the Central Government. I communicated with Kerensky and the Minister of War, Verkhovsky, and both of them replied that the Red Guards should not be given any arms, and that my reply to them was perfectly justified.

These are the answers to Mr. Maydell's questions, which are evidently put with the object of accusing Mr. Kerensky primarily of the destruction of the Russian Army.

I am astonished to hear those Russians who accuse Kerensky of everything imaginable lay at his door the blame for all the failures of the Russian revolution. Undoubtedly they overestimate the significance of human personality in history.

The elemental movements of the masses, spurred on by revolutionary adventurers, cannot be held back by one man, even though he posses the popularity and the moral influence that Kerensky did posses. And I believe that a great error is committed by those who blame Kerensky for all the failures of our revolution, for which our whole people is paying such a terrible price; by all those who consider him as evil genius of modern Russia. It is scarcely conceivable that this should be in the interest of Russia herself.

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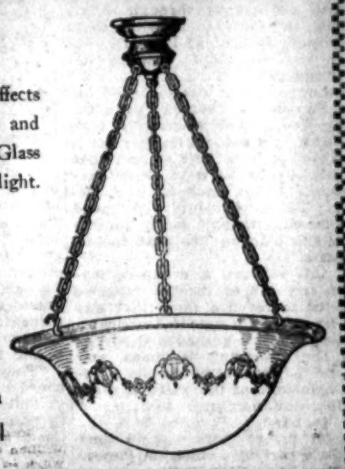

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# CHATEAU-THIERRY FIGHTING DESCRIBED

## Strongest Force The U. S. Has Used Is On Forefront Of The Marne Field

## TEN MINUTES OF COLD STEEL

## Pershing's Men Hold All Positions Assigned Them With Slight Losses

By Lincoln Eyre
(*New York World*)

With the American forces on the Marne, June 4.—American troops are helping the French and British to stay the German advance near Chateau-Thierry salient on both sides of the Marne.

The censor now permits me to state that some American divisions are helping the French to stop the German advance all along the front from Soissons to Rheims, and that these divisions constitute the most powerful force the United States has yet been able to place in any one battle sector.

Since their entry into the line west and south of Chateau-Thierry, four days ago, the fighting men from the United States have ben subjected to half a dozen attacks of great violence, but in every case they have flung back the enemy and everywhere they have maintained their positions intact.

In one case our machine-guns sprayed the onrushing hordes of Prussians with so deadly and sweeping a fusillade that not a single assailant was able to reach our lines, and only a small percentage lived to return to their own.

**Rout Foe With Rifle Fire**

Yesterday the Germans advanced on the northern end of our area in three columns of assault, filtering toward our troops through small ravines in accordance with their customary tactics, and finally debouching into plain view of the American position.

The opportunity was too good for our Yankee marksmen to miss. Firing coolly and accurately with rifles and light automatics they poured forth such a hail of lead that two of the columns were almost immediately swept back in wild disorder. The third column continued to press on, although sorely punished by the blasting fire that racked its ranks.

Of this column, a group equivalent in strength to three companies managed to reach a farm that was held by one company of Americans. A volley of hand grenades showered upon the advancing Germans, and then, as they still came on, the olive-drab defenders of the position came to grips with them, man to man and hand to hand. Quarters were too close for firing; there was no time to replace cartridge clips; the Americans fell back upon their bayonets and long trench knives.

For ten minutes the struggle swayed along the edge of the farm, the Germans, with their greater numbers, seeking to drive back the Americans, and the latter, fighting brilliantly, holding on to every yard of ground and refusing to back up.

Ten minutes under the cold steel as wielded by our men was sufficient for the invaders. They broke and fled in disorder, leaving the ground about the farm carpeted with their dead. Our own casualties here—as elsewhere in the battle line—were no greater than were to be expected and are causing no anxiety to the High Command.

**Counter Attack 'Magnificent'**

The most violent onslaught attempted by the Germans was staged last night in Neuilly Wood. Heavy advanced forces of the foe tried to enter this place, but our machine-guns and artillery barrages halted them before they could get near our position. Then a swiftly engineered counter-attack (described in the French official communique as "magnificent") hurled them beyond the northern border of the wood.

These feats of the newest arrived fighting men of the Allies are regarded as all the more admirable because they were performed on the quickest sort of notice. At Chateau-Thierry—now in German hands, but at that time vitally important to be held, as it was held—they went into conflict as soon as they hopped out of motor trucks which had brought them from another point. Similarly, it was only a very short time after certain machine-gun units had reached the Marne bank before they were spraying lead across the river.

The Americans south of the Marne have thus far played a less active part in the great struggle, although (as the French communique reports) they aided the poilus to fling the Germans back across the river near Jaulgonne Heights, an operation which lost the enemy 100 men in prisoners alone.

**Like Going To A Picnic**

I visited a certain headquarters immediately behind the front west of Chateau-Thierry this morning and watched our troops march forward into line. They might have been going to a picnic, so blithely unconcerned did they appear. Weary French soldiers stretched out on the grass alongside the road smiled through their dusty, sweaty tan as the young, husky-looking Americans swung by.

"They'll hold well—that lot!" I heard one poilu murmur admiringly.

While the forces supplied by Gen. Pershing to help in stemming the German tidal wave are only a small percentage of the vast Allied armies engaged in this most crucial of struggles, the moral effect of their prompt participation at the side of the tiring French and British can scarcely be overestimated.

To see the newcomers from across the Atlantic present in really worth while numbers at the very nose of the vast salient hammered into the front by Ludendorff's legions has spurred the flagging energies of our allies to a marvelous degree.

The speed with which the Americans reached the scene of this bitterest strife and then plunged into the thick of it was really sensational—thanks chiefly to the splendid French methods for moving troops at express velocity from one point to another.

# Trick Elephant Aids Sale Of W. S. S.

AIDING SALE OF W.S.S.

Belle Story, popular actress, and "Jennie," the largest elephant of the New York Hippodrome herd, performing before a record crowd on Fifth avenue, New York, to aid the sales of the War Saving Stamps.

# *Night Of Terror In Storm When Boat Upset And Men Perished Told By Rescued*

## Gunwales of Carolina's Motor Launch Struck Heads of Those Struggling to Get In and Sent Victims Below—Only 14 Men And 1 Woman of 35 Remain at Daybreak

Lewes, Del., June 4.—A motor lifeboat carrying two women and thirty-three men survivors of the steamer Carolina torpedoed in the U-Boat raid off the American coast, capsised in a sudden squall off Cape Henlopen about 11 o'clock Sunday night.

Only nineteen, including the two women, lived through the terrible ordeal that followed. The nineteen were landed here this morning.

When the boat, full of water and awash with the waves, righted itself, the thirty-five tried to climb back in. Their efforts turned it over again, and the heavy gunwales in falling smashed in skulls that were in the way.

Screaming in terror, they kept trying to get back into the boat. And the boat kept rolling over. And the gunwales fell like great clubs on bobbing heads. For a long time—none of the survivors could tell just how long—this game, grim aftermath of German sea frightfulness, continued.

And when finally, partly because they were exhausted and partly because their fear-crazed brains at last had grasped that the shouted orders of Christian Nelson, an engineer of the Carolina, gave them their only hope of life, only fourteen men and women were left clinging to the sides of the water-logged boat.

Nelson, a Swede of great physical strength and solid common sense, had been shouting from the first for no one to try to get into the boat. But the howling wind and the wild shrieks of the desperate men and women fighting and struggling and praying for their lives in the inky darkness and in the great rollers of the North Atlantic, had drowned his voice.

Now, in an interval of quiet they listened to him. He told them that they must rest quietly in the water, laying their hands lightly on the lifeboat, if at all, while one man got cautiously in to start bailing.

Worn out from their efforts and thinking that each moment might be their last, the men helped balance the boat while one of their number got in. He bailed with his cupped hands, desperately, until Nelson decided that it would be safe to have a second man help him.

Then the second man began to bail with his cupped hands. And so they bailed the boat in the dark and in the rain and heavy sea until all fifteen of the survivors could get in, wet, exhausted and miserable, but thankful. The woman with them was Miss Juianna Nieves, twenty-three, of Porto Rico.

**Saw Floating Bodies**

It was almost daybreak when those who still lived were all back in the lifeboat that still was half full of water. In the first faint light of dawn they saw bodies in life preservers floating on the water. And they rescued from among the bodies alive Miss Edith Donate Virale, also of Porto Rico, and three men.

**Clung To Two Dead Men**

Miss Virale, Nelson said here, had been thrown into the water when the motor boat capsized. She found herself with two dead men bobbing on the waves in their life preservers. And she had clung to them from 11 o'clock until dawn.

None of the nineteen here could give any more vivid description of their night's experience than to say:

"We kept trying to get into the boat and it kept rolling over and over. It was dark and you couldn't see. We thought it was the end of everything."

Nelson said that he had been in Lifeboat No. 5 when ten lifeboats, including the motor boat, left the Carolina, and about 7 p.m. Sunday No. 5 was taken in tow by the motor driven lifeboat.

The sea was calm then, there was no wind and the thirty-five in the motor lifeboat and the thirty, including some women, in No. 5, believed it was only a matter of time before they would make the Jersey shore or sight a friendly ship.

But about 11 o'clock the squall hurtled down upon them out of the night. For a few minutes the motor boat, because of its engine, kept head-on to the wind. Suddenly, however, the engine began to balk and soon it stopped altogether.

Nelson, in No. 5, is an expert on engines. So he was called for. By prodigious efforts No. 5 was brought alongside and he transferred to the motor boat. Hardly had he boarded her, when with the squall waxed to fresh heights of fury, and the motor boat overturned. As she rolled over every other movable article dropped out.

**Lifeboat No. 5 Disappears**

Boat No. 5 was not seen by those in the motor boat after that. Nelson said that lights were seen early in the morning and that they believed it was one of the lifeboats, but didn't know whether it was No. 5 or not.

The nineteen survivors drifted then until Monday night, when they were picked up by the British tramp Appleby. They were without food and water, were wet and exhausted.

The Appleby brought them into Delaware Breakwater early this morning and transferred them to the pilot boat Philadelphia. The Philadelphia brought them here. Fourteen of them left for New York about 3 o'clock this afternoon. The other five are staying here.

The names of the nineteen survivors are (passengers): Miss Virale, Miss Nieves, Gabriel Rinach, James M. McCaffrey, John Joseph Emanaelli, William Virale, Enrique G. Guig, Belmont von Jenney, and Walter H. Morton; (crew): Richard Lawrence, Emanuel N. de Benditti, Thomas Yanga, Joseph Venites, Lorenze Romaro, Jose Illanes, Grigue Weig, Christopher Nelson, George Howard, (steward) Andrew Sanchez. Four are known lost.

The known lost, according to members of the crew, are Frederick Johansen, single, the first assistant engineer, No. 62 Fourth Place, Brooklyn; a stewardess, a deck steward and the purser. The crew did not known the names of these last.

The statement that a stewardess among the lost must mean that there were three women, at least, among those in the motor lifeboat. But Nelson said there were two, the two who were saved.

Some of the survivors with whom the correspondent talked figured that twenty persons were lost from the motor boat, and that the woman and three men who were picked up at daybreak probably were from boat No. 5.

# *First Loafer Gets Six Months In Jail*

Syracuse, N. Y., June 2.—Henry McDonald, 29, of Providence, R. I., is the first victim here of the anti-loafing law. He was arrested at Baldwinsville, a suburb, yesterday afternoon, the first day under the new statute.

He was immediately arraigned before Justice B. C. Meays, who after lecturing him on his lack of patriotism in idling when industries and farmers all over the country are crying for help, sentenced him to six months hard labor in the county penitentiary, the limit under the law.

McDonald has been here three weeks, during which he has not done any work. He spent most of his days fishing and is believed to have slept in the woods at night.

He committed no crime, had money and could not be arrested until the new law became effective. McDonald when arraigned boastfully declared he "never had worked, didn't care to work and wouldn't work, and that was all there was to it." He appeared indifferent to all the Justice had to tell him.

# All Over The Far East

A Japanese aviator has been proceeded against on a charge of invading a fortified zone. Mr. Sato, who recently flew from Okayama to Tokio, stopping enroute at Osaka and Toyohashi, made a series of flights in Shikoku in May. In flying from Matsuyama to Saijocho on May 18 he flew over Imaharucho, Ehime prefecture, which is within a fortified zone, without obtaining the permission of the authorities. Proceedings have now been taken against Mr. Sato on a charge of violating the regulations.

A few months ago a physican named Fujimoto Sukeji, aged 43, living in Soyo-mura, Okayama prefecture, attempted to poison the family of another physician named Takami, living in a neighboring village, by sending him a present of sugar containing poison. Fortunately the danger was detected by the recipient of the present. Fujimoto has been under trial at the Okayama Chiho Saibansho, where he confessed to having attempted to murder by poison the family of the other physician out of jealousy at the large practice enjoyed by the latter. On June 13 accused was sentenced to imprisonment with hard labor for 12 years.


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# NEW YORK DARKENED; WHISTLE TO GIVE AIR RAID SIGNAL TO TOWN

## All Exterior Lights, Except Street Lamps, Ordered Out—People In Dwellings Must Pull Down Shades

## AIRPLANES SENT UP AT NIGHT TO NOTE EFFECT

## Enright Directs That When Ten-Minute Warning Is Blown, Residents Open Windows And Go To Cellars

*(The following from the New York World will settle some local disputes as to the meaning of a cable message received a month or so ago):*

New York, June 5.—Atlantic seacoast cities in the zone of the latest German submarine operations were thrown into partial darkness last night, on the advice of the War Department.

The orders issued in this city called for the shutting off of all illumination except necessary street lighting, both within the city and at the outlying coast resorts. Police were sent out to warn housholders and storekeepers to either keep windows darkened or shades drawn.

Shutting off of display lights is only preliminary to steps that are to be taken for the protection of the city from attack from above. Aeroplane observers were sent over the city last night to note the effect of the decrease in lighting, and it is expected that within a day or two further recommendations will be made, possibly going to the extent of having all street lamps so shaded that their rays cannot shine upward. A representative of the War Department came from Washington to take charge of the work of observation.

Commissioner Enright sent out the following notice:

"The Police Department desires to notify all residents of the city that in the event of a raid on the city by enemy aeroplanes the following signals will be given:

"Siren horns or whistles will be sounded continuously for ten minutes. When this signal is given every one should immediately open the windows of their houses or offices and go at once to the cellars of the premises. After the danger has passed a signal will be given by short blasts of siren horns or whistles at intervals of one minute each for a period of twenty minutes."

There are two objects in shutting off lights. One is to eliminate from the coast line marks which might help identify any place on which a submarine might wish to turn its guns, and the second to throw the territory about New York, as viewed from above at night, into such a uniformity of illumination that the same object would be accomplished with respect to airplanes. That a plane might be launched from a submarine to attack New York in the hope of terrorizing residents and heartening the German people, has been accepted as among the possibilities.

The orders affecting Yew York were issued by Police Commissioner Enright after Special Deputy Commissioner Allan A. Ryan had conferred with the military authorities at Governor's Island, who outlined to him just what steps they proposed to take. The police order follows:

All commanding officers of the Police Department.

All display lights, advertising signs, or special illumination throughout the city, including the sea shores, will be discontinued until further orders. This will not include city lights.

In office buildings and dwelling houses where lights are used, shades will be drawn where it is possible to do so.

Notify all concerned immediately.

It was said at Governor's Island that the presence of airplanes over the city in future at night need excite no alarm among those who hear them, as it will be necessary to make the most important observations from above.

It was further announced that "suggestions" similar to those made to Commissioner Enright had been made to Gov. Edge of New Jersey with respect to seacoast cities and that they undoubtedly would be carried out as they will at Long Beach and other Long Island resorts.

Although Deputy Commissioner Ryan was advised the military authorities thought the turning out of all lights except street lights would go far toward accomplishing the desired effect, there were some who thought partial shut off of illumination might throw streets into sharper relief and make it easier for an aviator to pick his way to a desired place.

It was pointed out that in London it was discovered early in the war that street lighting was rather an aid to aerial navigation and that streets there are now in almost total darkness.

To accomplish this there were affixed to street lamps metal hoods, which prevented light rays from shining upwards. As a further precaution, lamp globes, except for a narrow band, were painted a dull green, with the result that rays were thrown downward and confined to a comparatively small area.

If New York is to shade its street lamps, the task will fall within the province of the Department of Gas, Water Supply and Electricity. It was said at that department last night that the Commissioner was ready to carry out any plan the Government might suggest.

"Our orders have embraced just what the military authorities have asked us to do for the present," said Police Commissioner Enright. "We expect that they will make other suggestions from time to time and we will be ready to see that they are carried out to the limit. Our entire force will be busy to-night seeing that the instructions are carried out."

The Commissioner explained that dimming of the street lighting would throw an additional task upon the police by making things easier for the crooks. It is possible that such a step might make it necessary to put a portion of the Police Reserves into service.

The big lighting companies were notified immediately that advertising signs and outside lights other than street lamps were no longer to be tolerated. The Commissioner said he was somewhat doubtful of his legal power in the matter of enforcement, and that until he received further advice he would merely turn persistent offenders over to the Federal authorities.

The whistles and sirens for use in case of an air raid were arranged for several days ago, the idea being at first to use them merely for calling out emergency relief units. The general warning will now be a signal for the units to assemble at their posts, while policemen will spread the alarm to those who may not know what the whistles mean.

Coney Island, Brighton Beach, Midland Beach and other shore resorts were hardly recognizable last night with their lights dimmed. The Commissioner announced that for the present lights would be permitted at street intersections along boardwalks, but it soon might be necessary to make the entire coast line dark.

# 9TH CAVALRY TEAM HERE IF MANILA CONSENTS

## Colored Nine At Tientsin Awaits Decision Of Philippine Department Athletic Officer

If the athletic officer of the Philippine Department of the United States Army gives his consent, the 9th Cavalry baseball team, which bids fair to walk away with the Far Eastern title at Tientsin, will be seen in Shanghai.

In response to a telegram sent by President R. D. Bunn of the Shanghai Baseball Club, the officer in charge of the colored stars wired that he had requested permission from Capt. E. L. Landrum, department athletic officer at Manila.

There is good reason to believe that Capt. Landrum, who is a great booster for baseball in the Philippines, will allow the Cavalry nine to come here.

There is little doing in local baseball. Yesterday two hong teams were scheduled to play, but they didn't show up because of a misunderstanding and the buck is properly passed to the league officials. It was announced that the hong game was on for yesterday and a crowd was on hand to see it.

Said crowd saw two picked teams play. After a four inning game, the Shanghai team went through a snappy practice for the game with the U.S.S. Palos Saturday afternoon.

### *Cricket*

**Customs v. W. A. C. Today**

A cricket match is scheduled for this morning at 10.30 o'clock at the Recreation Club grounds between Customs and W. A. C. teams. The lineups:

Customs.—W. Nash, W. Skuse, S. Taylor, Capt., R. H. Ogden, D. W. Heron, J. Mottram, H. McFarland, E. J. Cheshire, W. Jenkins, A. C. G. Stewart and H. E. Wray.

W. A. C.—W. J. Haynes, C. S. M. Thompson, C. A. S. Williams, A. S. Hocking, S. V. Mills, R. C. Greirson, E. B. Howell, E. M. Hynd, F. H. Maas, A. N. Other, R. S. Campbell and G. B. Stormes.

**S. C. C. v. Police Tomorrow**

The Shanghai Cricket Club first XI will meet the Police cricketers tomorrow on the S. C. C. ground at 2.30 p.m. The following will constitute the S. C. C. team:

W. C. G. Clifford, S. J. Deeks, W. C. Foster, R. Grimshaw, W. Haynes, Churchill Knight, E. G. B. Lover, F. H. Pentycross, C. E. M. Thomson, S. J. Vine, W. C. D. Turner (Capt).

Reserve—A. H. Leslie, E. G. Barnes, J. M. Pearson.

### *Police Swimming*

H. J. Jefferson and H. Pelling were the winners in the Sir Lamerock Cup events last night at the Municipal Bath when the Police Swimming Club held its weekly competition. Jefferson took the breast stroke event from scratch with J. Hunter, also scratch, finishing second and H. Pelling, with a handicap of three seconds, taking third. The time was 28 seconds.

The one length race was won by Pelling, with five seconds handicap. J. Hunter, with four seconds, was second. Time, 28 4-5 seconds.

The Blues defeated the Whites at water polo, 3-2 after a hard battle. Pelling netted two goals and Hunter one for the winners while Jefferson and Jones were the scoring players on the losing team.

### *Fall Race Meet*

The Stewards of the Shanghai Race Club have decided that the Autumn 1918 Race Meeting is to be held on Monday, Tuesday and Wednesday, November 11, 12 and 13.


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Publication Office Canton and Kiangse Rd., S'hai
Editorial Offices, Canton and Kiangse Rd., S'hai
New York Office.....World Building
Washington Bureau Metropolitan Bank Building
Tokio Bureau.....Japan Advertiser Building

SUBSCRIPTION RATES
DAILY AND SUNDAY, per Year...Mex.$25.00
DAILY AND SUNDAY four Months $8.50
SUNDAY, per Year ..... 7.00
Mailed to Outports, 50 cents per month, or Mex. $6.00 per year extra.
Mailed to foreign countries the cost of postage will be added.
Street Sales—Daily 10 cents per copy; Sunday 15 cents per copy.
Entered at the Chinese P. O. for transmission with "special marks" privilegue to China.
Entered as second-class mail matter at U. S. Postal Agency, Shanghai, China.
Entered as a newspaper at the Japanese P. O.
Telephone—1429 Business Office.
1426 Editorial Department.
Telegraph Address—NATPRESS SHANGHAI.

THE CHINA PRESS Incorporated Delaware, Publishers


WEATHER

*Rather fine, hot weather. Typhoons and cyclones moving away northeastward towards the south of Japan.*

IMPARTIAL AND PROGRESSIVE

SHANGHAI, JULY 12, 1918

## The Shanghai Espionage Case

NO one can stop you from having any opinion you like about the war and the Government's conduct of it, but if that opinion is calculated to hamper the Government in its efforts to win the war, the Government now has the power to stop you from uttering it and to punish you for uttering it. And it is right that the Government should have this power, for if you utter such an opinion you are harming your country and your fellowmen, and they should be protected against you.

The arrest of an American citizen which has just taken place in this city serves to bring into sharp relief the attitude of many loyal but thoughtless Americans with regard to the war in which America, along with her allies, is engaged, to the exclusion of everything else. We have no desire to enter into the merits of a case which is *sub judice*. That falls within the scope of the American judicial authorities. But we feel it to be our plain duty to draw the attention of loyal Americans to the many ways in which it is possible for them to make themselves the unconscious tools of Germany.

Here is a patriotic young American, who has offered his services to his country, arrested and detained under the Espionage Act, which should be enough to impress on others the many pitfalls they are apt to encounter. The spirit of the United States in this war is well exemplified in a phrase which we have culled from an American newspaper reading: "No man and no group of men have any rights in this country now. All the rights belong to the country. The country has got to protect you now. And you've got to trust the country so to protect you."

That the United States Government is not disposed to tolerate any trifling with the law is emphatically evidenced by the case of Mrs. Rose Pastor Stokes, who has been sentenced to ten years' imprisonment for anti-war agitation forbidden by the new Espionage Act. In time of war this woman of high intelligence and influential position asserted the incompetence or dishonesty of the American Government, and while there may be regret that an educated and brilliant woman must go to jail, the country as a whole acknowledges the justice of the sentence, though in some quarters it is regarded as of undue severity. Several leading American papers express the view that it is not at all probable that the sentence will be executed, at least in its full rigor, nevertheless, even should Mrs. Stokes be paroled, the prosecution will have served its purpose and left its moral effect on thinking Americans who wish to see their country successfully prosecute the war against the most ruthless, unprincipled and unscrupulous foe the world in all its annals of warfare has ever seen.

A New York paper rightly and aptly remarks that for Mrs. Rose Pastor Stokes there will be no martyr's crown. She is the victim of her own intemperate speech and distorted views. The Espionage Act is intended for the restraint of just such offenders. America is resolved to protect herself, and if honest fanatics are punished, it is in no vindictive spirit, but as an exemplary lesson is the strange new duties that war sternly imposes on us all. Mrs. Stokes and her kind play Germany's game. They would do in the United States, consciously or otherwise, for Germany's cause, what has been accomplished in Russia.

It must be impressed on every single American man, woman and child that the United States is seriously in this war. The American Government has been gravely hampered from time to time by ignorant and indiscriminate criticisms of President Wilson and the American Government. Pin-pricks have been administered and pacifist utterances made in an insidious manner, which is the most dangerous aspect of the matter, for whereas it is easy to deal with overt fanatics like Mrs. Rose Pastor Stokes, it is by no means so easy to deal with subtle and insidious expressions.

There are certain worthy folk who are inclined to bewail the fact that "too much power is vested in President Wilson" and periodically level the taunt on the American authorities that they are "fighting autocracy with autocracy," and so on ad lib. These are really the most dangerous factors that militate in the gravest manner against the successful prosecution of the war. If it has been found necessary to equip the President and Congress of the United States with plenary power unheard of in the previous history of the country, it must not be forgotten that special circumstances fully warrant such wide powers. There are in the United States right at this moment an army of plotters, sedition-mongers, dangerous propagandists, corrupters of soldiers and sailors, obstructors of war operations, and enemy aliens of suspicious activities. Our enemy of today uses very different tools from those employed at the time when spies were used to obtain information from the enemy. Germany has introduced new devices. The greatest injury wrought on us is not by the technical spy, but by sabotage, the destroyers of property by violence, the spreader of propaganda and in other insidious and injurious ways. The enemy now supplements the former method of waging war by the use of troops and spies with the sending or the enlisting the services of hosts of civilians in the country it is fighting, to cause all the injury possible by undermining propaganda, by destruction of property, and in many other ways, so that the whole country thus attacked has become a part of the zone of operations of the war. In view of these fresh weapons that Germany has added to her other weapons with which she wages warfare, too much care cannot be taken to safeguard the people of the United States.

The thing to do is to concentrate on the winning of the war, not how it is won or whether it can be won by throwing away arms. Such criticisms are neither helpful nor patriotic. Even the most loyal and patriotic citizen can unwittingly aid the enemy. Therefore, Americans cannot be over-careful or over-guarded in speaking or writing on matters bearing on the war. Congress has sanctioned the declaration of war on Germany and has equipped President Wilson with the requisite powers for the conduct of the war. All war legislation has been passed by the United States Congress, even the Espionage Bill Act, under which Mr. McCoy is held. President Wilson and Congress must be presumed to know what they are about. In order that the United States can bring her strength to bear most effectively on Germany, she must not be hampered by conduct calculated to create a discordant atmosphere and spread disaffection in the United States. The United States is far too united to suit Germany's book and things that hamper and adversely effect the successful prosecution of the war and lessen the force of the United States in it, help her and must be regarded as being in the nature of "aid and comfort to the enemy."

## Why They 'Strangle' Russia

*(New York World)*

Says M. Chicherin, Bolshevist Foreign Minister, of the Germans: "We have accepted their modus vivendi; why do they strangle us?"

The prelude answers the question. They strangle Russia because Russia made a "modus vivendi." That is the price of peace, the reward of confiding.

German does not strangle France. She does not strangle Great Britain, or Italy, or the United States. Their national life is more free than hers; their people in less desperate case. Because they fight her.

Germany strangles that part of Belgium and Servia which she holds, but cannot quench the Serb and Belgian soul. In strangling allied Bulgaria and conquered Rumania and bamboozled Russia she makes little difference, save in degree.

That is why the world must put down Germany. She would rule all; plunder all; strangle all. There is freedom only in fighting.

# What Experts Say Of The Next German Drive

*(Literary Digest)*

No sooner had the Crown Prince's gigantic drive for Paris, like the earlier thrusts, come to a virtual standstill in a little more than a week, than military experts began to prepare us for another, and possibly an even more terrific German effort. Thus a Paris despatch to the New York Times warns us that Germany is said to have still in reserve on the Western front 350,000 fresh troops ready for this new blow; and an Associated Press despatch from London gives it as the opinion of the British General Staff that the great bulk of the German reserves are to the north and "it remains to be seen whether the enemy will use them to develop a success toward Paris or to pursue his original intention toward Amiens with the aim of cutting the Allied armies in two." Still another theory, advanced by the American expert, Frank H. Simonds, is that the next drive will probably be launched "eastward of Reims, between that city and Verdun." "It is generally considered here," says the Paris correspondent already quoted, "that a second offensive may yet be expected to begin on the Noyon-Montdidier front in order to enable the Crown Prince to exploit his success on the Aisne and facilitate the march on Paris." In the same despatch we read further:

"The final failure of the Germans to attain their objectives in the battle which began on March 21 may be regarded as having hung up the whole of their right, so far as the present battle is concerned. It must not be forgotten, however, that the Germans are believed still to have something like forty fresh divisions available, or well over 350,000 bayonets, which may, under stress of emergency, be utilised for another drive on another part of the Front. It is probably the existence of this mass of reserves on the German side which has so far prevented Foch from undertaking a counter-offensive, or rather counter-offensives, which have been called for here for two or three days past."

Not to invoke pessimism, but to fortify us against disappointment, an English correspondent reminds us that the Allies have these disadvantages: "First, they are inferior in numbers; secondly, they are acting on exterior lines; thirdly, they have many vulnerable points; fourthly, north of the Somme they have little space in which to manœuver." All these things, we are told, lessen the prospect of a speedy decision. And while last week we quoted Mr. Simonds as saying that a decisive Allied victory in the field was not probable before 1919, we now find a Washington correspondent of the New York Tribune, who presumably reflects the opinion in military circles at the Capital, postponing the event until 1920. He writes:

"Those in authority, who view the prospect of the future coolly and without illusions, acknowledge to themselves that there may be elements of weakness in the Central Powers which are not known to the Allies. They acknowledge, too, that under pressure the sending of Americans to France may still be speeded up, and that thus the balance may be restored sooner than now seems probable, and that 1919 may be something better for the Allies than a year of waiting and deadlock.

"These are the incalculable elements. The calculable elements lead to the conclusion which I have already stated, namely, that June, July, August, September, and October of this year will be repetitions of April and May, with the Allies fighting desperately to hold off the superior might of Germany, and that November, December, January, and February will be months of rest, during which this country will have an opportunity at least to make the defense of the Allies irresistible, and that thereafter the advantage will slowly swing to the Allies, so as to make victory possible in 1920."

The German High Command, according to a Swiss newspaper quoted in an Amsterdam despatch to the New York Sun, "expects the war to last until 1920, and has made its preparations accordingly."

The ninth day of the Aisne-Marne drive, called in France "the Battle for Paris," saw German progress checked and Foch's troops counter-attacking on a forty-five-mile front. On that day William L. McPherson, a military critic writing in the New York Tribune, said:

"The battle in Champagne will undoubtedly continue, just as the battle in the Lys Valley continued after the Flanders drive had been definitely checked. Von Arnim kept on trying to break the Allied line southwest of Ypres after he had taken Mount Kemmel and had been held north of it. He persisted until he suffered the costly reverse of April 29. So the German armies in the Aisne-Marne salient will continue to try for local successes. They may gain ground here and there. But the momentum of the original drive has been used up. Warfare of movement on a big scale is dying down again into warfare of positions."

Caspar Whitney, in a Paris despatch to the same paper, reports that French military authorities did not interpret the Aisne-Marne drive as implying the abandonment of "the Somme-Amiens-Arras-Ypres purpose." Says Mr. Whitney:

"The Germans have 210 divisions now on the West Front, and, there are heavy reserves still back of Noyon and Montdidier which may be sent down the Oise to further exploit the Aisne success or be kept for a renewed drive on the Channel ports and a further effort to separate the main armies of the French and British, which the military feel sure will come.

"Used in any direction, such reserves make the present a very serious situation. However, officers and soldiers are facing the issue determinedly and with the utmost confidence. All France is calm and unafraid. Meanwhile both armies are maneuvering in the open, the Allies carrying with minimum forces a German host which outnumbers them four to one.

"In this moment of movement, too, great stress should not be laid on the taking of a given town, or even the advance of an army, which may mean much or nothing in the strategical game which the High Command is playing. In order to get the most knowledge of the real situation from reports, it is necessary always to keep in mind the difference of the Allied method of using men economically, giving ground to save reserves, and the German method of using large shock forces regardless of the cost of life, with a view to securing an initial success that will paralyse the opponent.

"It can not be denied that the initial success of this German thrust, due to thorough and concealed preparation and overwhelming numbers, has been considerable, or that the loss of the Craonne plateau and Chemin des Dames, which the French dearly won last year, and, I may add, the Aisne line, are all heavy and serious. But there is every confidence here among the military and civil population that the Germans not only will be stopped, but beaten back.

"There is in the air today a feeling of our being on the verge of a momentous occasion, such as a great battle along the Montdidier-Soissons-Chateau-Thierry line would be. France, which has faced the Marne, the Yser, the Somme, and Verdun, is not to be embarrassed by another challenge of the Hun."

An optimistic note is sounded in a statement issued by the Allied Supreme War Council, which, after expressing "complete confidence" in General Foch and pride in the valor of the Allied troops, goes on to say:

"Thanks to the prompt and cordial co-operation of the President of the United States, the arrangements which were set on foot more than two months ago for the transportation and brigading of American troops will make it impossible for the enemy to gain victory by wearing out the Allied reserve before he has exhausted his own.

"The Supreme War Council is confident of the ultimate result, and the Allied peoples are resolute not to sacrifice a single one of the free nations of the world to the despotism of Berlin. Their armies are displaying the same stedfast courage which has enabled them on many previous occasions to defeat a German onset. They have only to endure with faith and patience to the end to make victory for freedom secure. The free peoples and their magnificent soldiers will save civilisation."

Not only are American troops now holding parts of the line on the three German salients, but, in co-operation with the French, they hurled back across the river the first German who won their way south of the Marne. The fighting of the Americans in this battle, correspondents report, "has electrified all France."

What will be the next move? asks the New York Evening Mail, which thus analyses the situation:

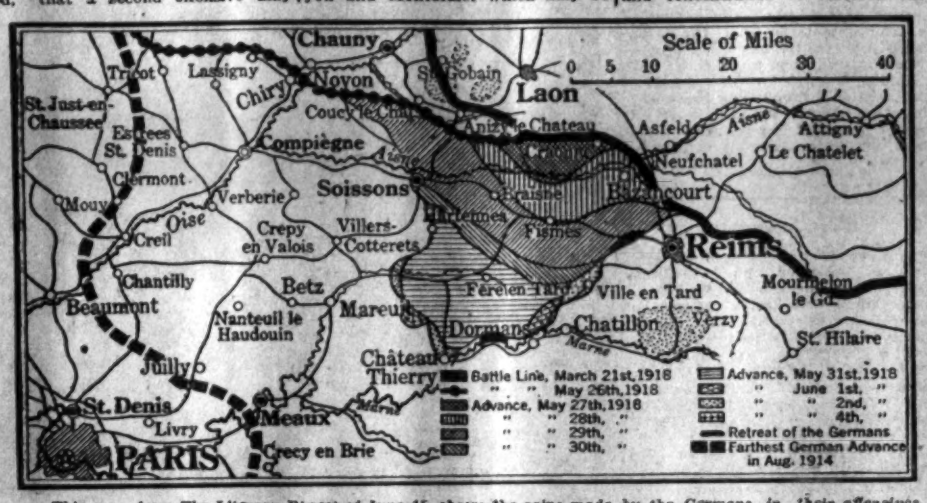
"The Germans have failed to accomplish the maximum in all the operations they have undertaken since March 21. They have fallen short of Amiens. They have failed to deliver a blow at the Channel ports. They have been stopped on the road to Paris.

"But, in this movement, as in the preceding ones of which it is a part, they have again demonstrated their ability to retain the initiative. They have shown their ability to find the weakest point in the Allied line and to strike effectively at that point. They have shown their power to cause the Allied command to draw off reserves from various points to the point immediately threatened—and by that process they doubtless hope to find the points thus denuded open to effective attack. In this important detail of the rapid transfer and concentration of reserves the enemy has the advantage of position, of machinery, of distance. He is on the inside of the arch from Reims to the Channel. The Allies are on the outside of this arch.

"Having drawn off French, British, and American reserves from other points to the Rheims-Soissons-Marne triangle, the enemy may now well watch his opportunity to strike at some point that has been stripped of defenders. His mailed fist is poised for a blow at any one of three vital points.

"The advantage of playing off one sector against another is the result of the enemy's tenacious grip on the offensive. So long as he maintains this offensive he will be able to develop the same principle of strategy. But in order to do this he must always be able to prevent the Allies from turning the tables on him by adopting the same principle with an overwhelming concentration of forces at some denuded point on the German line. An Allied offensive, carried out in sufficient numbers, would wrest the offensive from the Germans and put them in a defensive position in which they would have to guess at their opponents' purposes just as the Allies are guessing at German purposes now.

"And that blow with overwhelming numbers is the inevitable prospect of the future."




*This map, from The Literary Digest of June 15, shows the gains made by the Germans in their offensives launched since March 21.*

## The Fabricated Ship

*(New York Sun)*

Ships are at least 6,000 years old, for Egyptian records of that era depict vessels capable of transporting fifty or more persons on the waters of the Nile. The Chaldeans, Hindus and Chinese built ships in the very earliest ages. The Phoenicians 3,000 years ago had triremes with decks, masts, yards, stays and a ram.

But from the day when men invented the sail until 1800 there was less progress made than there has been in the twelve decades since. From the Phoenicians to Columbus there was comparatively little change in design—high at poop and stern and approximately four times their beam in length. From Columbus to Fulton there was more development, but after all the chief difference between the clipper ship and the Chinese junk was refinement of design.

Since 1,800 man has devised the steamship, the iron hull, the armored battleship, the submarine, the internal combustion marine engine; and is it too much to say the Agawam brood is worthy to be ranked with these other evolutions? For 6,000 years man built ships, each by an individual pattern. Now he proceeds sensibly to turn them out wholesale, at great speed, with parts interchangeable for repairs, and the formerly heavy expense of design reduced by a percentage which steadily decreases by arithmetical progression—the more ships built on the original design the less the architectural expense until it approaches zero.

If the fabricated ship takes rank with the other evolutions, it will be seen that America, with the steamship, the armored warship, the submarine and the fabricated ship, not to speak of American development of the sailing ship and "power boat," has contributed more to the art and science of shipbuilding in the brief 142 years of her independence than all the world besides since the dawn of history.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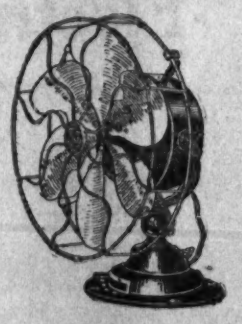
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## Bringing Up Father — By George McManus

*Love, Home and Table Topics By Clever Writers* — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

# Reporting The Greatest Battle Of History

### An Unexampled Opportunity for War Correspondents—But There's Some Peril, Too

The greatest battle in history is seems, is just such as inspired the affording the opportunity of a lifetime poet to his stanzas about "perfect to the correspondents who are right days." Philip Gibbs in The New on the spot and whose privilege it is York Times, gives us this picture: to watch developments from day to "The sky is intensely blue over the day. "An epic battle," Wilbur Forrest fields and the sun is hot on roads so calls it; while Arthur S. Draper ob- white with dust that the British and serves that it is "one that will live in French are powdered thickly with it history for centuries." Yes, it is the and are almost grotesque, like figures opportunity of a lifetime for the war carved out of chalk."

reporter. But the weather favors the enemy, The weather, to begin with, it who, according to the same writer, "is using it a good deal for aerial reconnoissance." His airmen, however, "do not drop many bombs in daylight, but keep them for nights, and hardly a night passes without raids over villages in the back areas, where the poor women go down into the cellars with the noise of gunfire above them and the crashes of bombs in the little streets about them."

But the Germans are by no means having things their own way up above the plains where the fighting proceeds. From Walter Duranty, writing to the same paper, we learn that: "one of the most important factors in the battle, the mastery of the air, has now passed back to the hands of the Allies, from whom it had been momentarily wrested owing to the necessity of regrouping the air bases. Now every movement of the enemy is immediately signaled and anticipated, and his troops, attacking or on the march, are harried without respite by the Allied ploes flying at tree-top level. The centers behind the German front are bombed, on a scale hitherto undreamed of, by day and night."

American soldiers are now in the very heart of the fighting on the Western front. A French military expert, in an article cabled from Paris, declares:

"The Americans have begun admirably by displaying in the very center of the situation such a mastery of method, such fine fighting prowess, but the attack, as regards its extent and striking force, is a trifle to what the formidable hosts that are now preparing to engage the enemy intend to achieve, and that intention is shared today by the vast American nation behind them."

They are fighting shoulder to shoulder with the British and French. A degree of unity of spirit as well as purpose unrealised during the earlier phases of the war has now been attained. "I doubt if at any time the feeling of brotherhood and honest admiration ever flourished so strongly as in these anxious days of common peril, common heroism and endurance," writes Gerald Campbell, in The New York Sun. After a recent fierce encounter this correspondent goes on to say, "the common boast of them all, or rather their common tribute to each other, is that never once—except for one short interval on the left because there were too few men to cover that length of front—did they lose touch."

An officer remarked, when this engagement was over:

"'I have never seen finer fighters,' said one of our officers. 'If twice as many German had attacked them they would not have got through. In fact, I wish twice as many had attacked them, for they would have got something for their pains.'"

An amazing tale of heroism is told by Philip Gibbs in The Times. It seems that the Germans seized a bridge spanning the Aisne. A small convoy of British and French batteries came up "with the hope of putting the Aisne between them and the German army." Surrender, for the most part, was inevitable. However:

"one trench gunner of the 50th Division decided to make a bolt for the canal and take with him a wounded comrade of his own battery. This fellow had a stout heart and quick decision. He saw he could never hope to cross the canal with his wounded friend by swimming with him, for his chum had no strength for that, but he saw a boat lying on the other side, and, jumping into the water alone, with a word to his friend, he swam the canal, hoisted himself into the boat and rowed back with it to pick up the other man.

"Thirty other men saw the chance of escape, and, with the wounded fellow, they crowded into the boat, which a trench mortar gunner pushed off from the canal side for the journey back. It was not a long journey, but long enough for extreme peril at every sweep of the oars. The Germans saw this attempt to escape and fired revolvers at the boat. They killed twenty-two of the infantrymen, so that only eight remained alive on the other side.

"The gunner and his wounded friend escaped, but even now they were in great danger. The canal bank onto which they crawled was separated from the River Aisne by a narrow tongue of ground protected by barbed wire and still within pistol shot of the enemy. The gunner dragged his comrade through the wire, then waded with him up to his neck across the river, and crawled with him again into cover of a wood, where at last there was a safe hiding place. Later the gunner handed over the man whose life he had saved by his great devotion to a field ambulance."

Correspondents themselves are by no means always safe. They share many of the dangers of battle with the fighters. An incident related in The Tribune by Wilbur Forrest illustrates this:

"A French officer and myself in an automobile with a poilu chauffeur went speeding down the road through the woods toward the river this afternoon, and suddenly emerged in full view of the enemy holding the hills across the stream. It was one of the many little accidents in this new puzzling open warfare. We had gone too far and knew it well enough. The quick-witted chauffeur did not attempt to waste time turning around, but quickly reversed the gears and backed at top speed into the sheltered wooded road again.

"A short distance ahead would have put us on the dynamited bridge where the French machine guns are doggedly holding the bridgehead. We then detoured afoot through the wood and then on to the open hilltop, where it was necessary to crouch as low as possible as we crawled along to a wooded vantage point."

Having attained this position he was able to observe the engrossing scene:

"The guns were constantly forced to change their directions and range in order to cope with the situation.

"Salvoes intermittently from the guns required twenty-five seconds before the shells burst, flocklike, on the wringled hills on the opposite bank. The enemy's field gray uniform was most difficult to see against the neutral colors over there.

"The French airplanes which were doing observing work at low altitudes, despite the constant machine gun fire from the ground, were constantly wirelessing to the artillery, which responded promptly, now here and now there. The airplane occasionally swooped low for a better look at them and then mounted into the sky.

"A moment later the batteries behind us sent roaring shells screaming overhead, and then great clouds of dust and smoke would rise where the airplanes sweeped."

Many of the accounts of the correspondents are vivid and picturesque. Episodes, they realise, may often convey to the reader a clearer picture of battle than detailed accounts of strategy. Thus we find Paul Scott Mowrer cabling The New York Globe:

"Yesterday I passed some hours among detachments of the British divisions from the region of Craonne. I asked one red-cheeked Yorkshire lad if he had killed many Germans, and he replied, almost apologetically, 'I couldn't help killing them, sir.'

"Two British officers told me of what was certainly one of the remarkable incidents of the battle. A British supply train going to Fismes and ignorant of how far the Germans had advanced, steamed into the enemy outposts and was immediately raked with machine-guns and shells. The engineer dived for cover under the nearest embankment, but the officers hauled him to the locomotive and made him back out. The train escaped safely, the crew in the meantime having taken three German prisoners."

This same correspondent, in another despatch, said that under present conditions reporting of actual military developments is exceedingly difficult. Because, he explained, "by the time I can return from the battlefield to a telegraph station the situation changes and by the time the despatches reach America everything is different."

But Mr. Mowrer, in still another communication, presented a very illuminaing picture of the way a great modern battle is fought. He had just passed several hours on the firing line north of the Marne, where the French were retiring in good order before the superior numbers of the enemy. And of the experience he wrote:

"Many persons probably imagine that an observer in such circumstances sees the Germans sweeping in limitless waves across the fields, firing continually on the retreating French, who leave the ground strewn with dead and wounded.

"In reality it is far different. Occasionally one hears a rifle shot and occasionally machine-guns rattle for an instant. Now and again a solitary cannon booms or a shell explodes, but generally speaking there is silence—silence and emptiness. One hears and sees almost nothing. The Germans advance by the method called infiltration—that is to say, they avoid open spaces and creep through woods and thickets, along walls and ditches behind the farms or on their hands and knees through waving fields of grain. The French tactics are similar. The men on both sides are constantly under cover. Sometimes one gets a glimpse of the other, and then a few shots are fired. Wherever the Germans seem to be gathering themselves behind a farm or in a grove for a definite attack, the French retire."

The Kaiser, like monarchs of old, has been at the front, going about among his soldiers. It is to Karl Rosner, of the Berlin Lokalanzeiger, we are indebted for an account of his arrival on the field:

"In the forenoon, when the struggle for the Chemin des Dames was still in full progress, a motor car carrying the Kaiser's fluttering standard suddenly emerged between the advancing columns of masses of troops and the backward flowing lines of prisoners and transports. It made a way for itself to near the issuing positions from which only a few hours before our storm had descended.

"The Kaiser ascended on foot a height a few hundred meters north of Winterberg, which affords a view of the greater part of the country over which fighting was in progress, in order to observe the advance in the victorious struggle. The tremendous panorama of the Aisne battlefield lay in the clear atmosphere spread out with admirable distinctness before this point of observation, which enabled him to watch the incessant forward pressure of our attacking troops."

And here he is again, motoring through the captured positions along the Chemin des Dames. The correspondent of the German paper gives a quite glowing account:

"When the Kaiser was recognised by a division standing ready for battle he talked to these men, blooming in appearance and conscious of victory. He gave them a brief picture of the military situation and told of the advance to the Marne. Whereupon as the Kaiser walked back to his automobile the soldiers escorted him and their hurrahs rang behind him."

A picture much more drab is that wherein the vast hordes of refugees figure. Driven from their farms and villages by the sudden wave of war, they press on, seeking a place of at least relative safety. "I have met them all along the roads behind the front," writes Mr. Mowrer, "drifting vaguely southward. Where they are going no one knows."

Their suffering is often very great. "The women," declares Arthur S. Draper, in The Tribune, "had time only to collect a few of their most precious belongings before the German flood swept over their homes."

Gordon D. Knox, in The New York World, adds some details:

"Everything that has wheels and every animal that can draw a load has its full value. Whole populations are migrating with their flocks and herds from towns and villages. The more fortunate have farm wagons, which they have loaded with their most valuable possessions, themselves and their goods resting on the hay they have brought with them, partly to make their pilgrimage easier and partly to provide food for the draught animals on the journey.

"It is common to see wagons drawn jointly by oxen and horses. Their occupants are old men, old women and children, and more often than not a mere boy of a dozen years or more is in charge of the party. Other families are making their exodus with handcarts or perambulators as their sole means of transport."

And yet, for all their trials and hardships, writes Walter Duranty in The New York Times, "lying on farm carts piled high with hay and bedding, with furniture underneath, or driving cattle along the byroads reserved for them, they seemed surprisingly calm and confident. 'C'est la guerre,' they concluded, philosophically."

Meanwhile, Paris, now a genuine "city of the front," refuses to scare. Paris, according to E. Percy Noel, correspondent for The New York Globe and The Chicago Daily News, is displaying a normal war-time face. And this he emphasizes in a significant statement:

"Paris normal—think what that means! Imagine New York, Chicago, Philadelphia, or any other great American city being bombarded by airplanes at night and shelled by long-range guns by day, with every one knowing that unless they took refuge in a safe cellar they might at any moment be killed or maimed by a high explosive, and that at the same time the hordes of the Kaiser were pushing onward, using every imaginable engine of war and risking everything in this battle! In any American city there would be some outward evidence of excitement.

"There is none here—absolutely none."

Paris refuses to scare.


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# FINANCIAL AND COMMERCIAL NEWS

## Exchange and Bullion

Shanghai, July 11, 1918.

**Money and Bullion**

Sovereigns: Bank buying rate,
@ 4/9 = $4.21
@ mark. 73⅛ = Mex. $5.78
Mex. Dollars: Market rate: 72.625
S'hai Gold Bars: 978 touch Tls. 290
Copper Cash ..... per tael 1318
Gold Dollars: buying rate.
@ 113½ = Tls. 88.30
@ 72.8 = Mex. $121.29
Peking Bar ..... —
Native Interest ..... .07

**Latest London Quotations**

Bar Silver ..... 48⅛d.
Bank Rate of Discount ..... 5%
Market Rate of Discount:—
3 m/s. ..... %
4 m/s. ..... %
6 m/s. ..... %
Exchange on Shanghai, 60 d/s.
Ex. Paris on London ....Fr. 27.35
Ex. N. Y. on London ....T.T. $4.76½
Consols ..... £ —

**Exchange Opening Quotations**

London ..... T.T. 4/9
London ..... Demand 4/9½
India ..... Nominal T.T. 316½
Paris ..... T.T. 648½
Paris ..... Demand 651½
New York ..... T.T. 113
New York ..... Demand 113½
Hongkong ..... T.T. 78
Japan ..... T.T. 46½
Batavia ..... T.T. 216

**Banks Buying Rates**

London ..... 4 m/s. Cdts. 4/11d.
London ..... 4 m/s. Docy. 4/11½d.
London ..... 6 m/s. Cdts. 4/11½d.
London ..... 6 m/s. Docy. 4/11¾d.
Paris ..... 4 mn. 673½
New York ..... 4 m/s. 117

**CUSTOMS HOUSE EXCHANGE RATES FOR JULY.**

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| " 1 @ 643 | | Francs 7.16 |
| " 6.76 @ 112½ | | Gold $1 |
| " 1 @ 47½ | | Yen 2.36 |
| " 1 @ 15 | | Rupees 3.94 |
| " 1 @ — | | Roubles — |
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| **Banks** | |
| H. K. and S. B. ... | $562½ B. |
| Chartered ..... | £71 |
| Russo-Asiatic ..... | R. 250 |
| **Marine Insurances** | |
| Canton ..... | $330 B. |
| North China ..... | Tls. 125 B. |
| Union of Canton ... | $750 B. |
| Yangtsze ..... | $190 B. |
| Far Eastern Ins. Co. Ltd ..... | Tls. 23 B. |
| **Fire Insurances** | |
| China Fire ..... | $132 B. |
| Hongkong Fire .... | $326 B. |
| **Shipping** | |
| Indo-China Pref .. | Tls. 136 |
| Indo-China Def .. | |
| "Shell" ..... | 135/- B. |
| Shanghai Tug (o) . | Tls. 22 B. |
| Shanghai Tug (f) .. | Tls. 35 |
| **Mining** | |
| Kaiping ..... | Tls. 10¼ B. |
| Oriental Coas ..... | 27s. 6d. |
| Philippine ..... | Tls. 0.80 |
| Raub ..... | $2.40 B. |
| **Docks** | |
| Hongkong Dock .... | $125 B. |
| Shanghai Dock .... | Tls. 126 B. |
| New Eng. Works ... | Tls. 20 B. |
| **Wharves** | |
| Shanghai Wharf ... | Tls. 71 B. |
| Hongkong Wharf .. | $88 B. |
| **Lands and Hotels** | |
| Anglo French Land | Tls. 71 B. |
| China Land ..... | Tls. 50 |
| Shanghai Land ... | Tls. 70½ B. |
| Wathaiwei Land .... | Tls. 5 |
| Shanghai Hotels Ltd | $12 B. |
| China Realty (ord) | Tls. 50 |
| China Realty (pref.) | Tls. 50 |
| **Cottons Mills** | |
| E-wo ..... | Tls. 180 |
| E-wo Pref ..... | Tls. 97½ |
| Laou-kung-mow .... | Tls. 120 |
| Oriental ..... | Tls. 54 B. |
| Shanghai Cotton ..... | Tls. 147½ |
| Kung Yik ..... | Tls. 14½ B. |
| Yangtszepoo ..... | Tls. 8½ B. |
| Yangtszepoo Pref .. | Tls. 90 |
| **Industrials** | |
| Butler Tile ..... | Tls. 23 |
| China Sugar ..... | $82 B. |
| Green Island ..... | $6.80 |
| Langkats ..... | Tls. 14 |
| Major Bros ..... | Tls. 5 |
| Shanghai Sumatra | Tls. 65 B. |
| **Stores** | |
| Hall and Holtz ..... | $13½ B. |
| Llewellyn ..... | $30 |
| Lane, Crawford ... | $80 |
| Moutrie ..... | $31 |
| Watson ..... | $5.10 B. |
| Weeks ..... | $13½ |
| **Rubbers (Local)** | |
| Alma ..... | Tls. 8½ |
| Amherst ..... | Tls. 0.27½ B. |
| Anglo-Java ..... | Tls. 6½ B. |
| Anglo-Dutch ..... | Tls. 3 B. |
| Ayer Tawah ..... | Tls. 24 |
| Batu Anam 1913 .. | Tls. 0.70 |
| Bukit Toh Alang ... | Tls. 2 B. |
| Bute ..... | Tls. 0.70 B. |
| Chemor United ..... | Tls. 1.02½ |
| Chempedak ..... | Tls. 9 |
| Cheng ..... | Tls. 2.10 |
| Consolidated ..... | Tls. 1¾ B. |
| Dominion ..... | Tls. 5 B. |
| Gula Kalumpong ... | Tls. 6.10 |
| Java Consolidated .. | Tls. 11 B. |
| Kamunting ..... | Tls. 3 B. |
| Kapala ..... | Tls. 0.50 |
| Kapayang ..... | Tls. 27 |
| Karan ..... | Tls. 11 |
| Kota Bahroes ..... | Tls. 4½ B. |
| Kroewoek Java ... | Tls 10 B. |
| Padang ..... | Tls. 11½ |
| Pengkalan Durian .. | Tls. 5 |
| Permata ..... | Tls. 2½ |
| Ropah ..... | Tls. 92½ |
| Samagagas ..... | Tls. 0.65 B. |
| Seekee ..... | Tls. 6 |
| Semambu ..... | Tls. 1.05 |
| Senawang ..... | Tls. 6½ B. |
| Shanghai Klebang .. | Tls. 0.70 |
| Shanghai Malay ... | Tls. 7 |
| S'hai Malay-pref ... | Tls. 10.70 |
| Shanghai Pahang .. | Tls. 1 B. |
| Sungala ..... | Tls. 1.05 |
| Sungei Duri ..... | Tls. 9 |
| Sua Manggis ..... | Tls. 3 B. |
| S'hai Kalantan .... | Tls. 0.50 B. |
| Shanghai Seremban | Tls. 0.50 B. |
| Taiping ..... | Tls. 1 B. |
| Tanah Merah ..... | Tls. 0.70 B. |
| Tebong ..... | Tls. 12 B. |
| Ulobri ..... | Tls. 2½ |
| Ziangbe ..... | Tls. 3½ B. |
| **Miscellaneous** | |
| C. I. and E. Lumber | Tls. 140 B. |
| Culty Dairy ..... | Tls. 10¼ |
| S'hai Elec. and Ash. | $2 |
| Shanghai Trams ... | Tls. 64¼ |
| Shanghai Gas ..... | Tls. 22½ B. |
| Horse Bazaar ..... | Tls. 33 |
| Shanghai Mercury . | Tls. 30 |
| S'hai Telephone .... | Tls. 78 |
| S'hai Waterworks.... | Tls. 165 |

S. Sellers. Sa. Sales. B. Buyers.

Telephone No. 398

Benjamin & Potts, 8 Jinkee Road

### Stock Exchange Transactions

Shanghai, July 11, 1918.

**TODAY'S QUOTATIONS**

**Official**

Kungyik Cotton, Tls. 14.75
Shanghai Docks Tls. 126.00

**Unofficial**

S.M.C. 6% Debs. 1916 Tls. 90.00
Kota Bahroes Tls. 4.25

## Hongkong Market

Messrs. Melson and Taylor write as follows in their report for week ending July 5, 1918:

Owing to slackness of trade and consequently easier money in the Colony business has been fairly brisk in the Share Market, investment stocks particularly being in strong demand.

Shanghai has evidently safely negotiated a very heavy June settlement, and the market there appears to be very strong with a rising tendency, Cotton mill shares particularly being in demand, due no doubt to the reported new tariff arrangement between China and Japan, which would appear to be very favorable to Shanghai mills.

Banks.—Hongkong Banks are wanted at $590 after a fair amount of business at slightly lower rates.

Marine Insurances.—Cantons are strong at $337, as are North Chinas at Tls. 125, and Yangtszes at $190. Unions are wanted at $795 with no business reported.

Fire Insurances.—China Fires at $132 and Hongkong Fires at $320 are in fairly strong demand.

Shipping.—Douglases have advanced to a buying rate of $71, but sellers appear to be holding for considerably higher rates. Steamboats have advanced to $21 and Star Ferries to $22. Preferred Indos continue in request at $33 and Deferred Indos have advanced to $141 buyers after a small business at the rate. Shells are wanted at 141/- cum all.

Refineries.—China Sugars, are wanted at $86 for cash, but the forward buying rate is not freely quoted. Malabons are wanted at $31, probably a higher rate would be paid.

Oils and Mining.—Raubs have been done at $3 on rumors of a favorable dividend. Urals are quiet at 15/-, and Tronohs are in demand at 35/-. Kallans have local buyers at 45/-. The Shanghai rate said to be slightly higher than this. Langkats are quiet at Tls. 14.

Docks, Wharves and Godowns.—Kowloon Wharves after advancing to $89½ buyers for cash have weakened slightly to a buying rate of $88 with sellers waiting for $89. Hongkong Docks have buyers at $125. Shanghai Docks have continued their sensational rise and Tls. 125 is now offered for cash with Tls. 130 done for September.

Lands, Hotels and Buildings.—Centrals at $91, Hotels at $91 and Lands at $90 are all in demand at quoted rates. Humphreys at $5¾, Kowloon Lands at $26 and West Points at $73 are unchanged from last week.

Electric Companies. — Hongkong Electrics are enquired for at $58 with no sellers under $61. Trams have again advanced to $6.65. China Lights are wanted at $4.

Miscellaneous.—China Borneos have buyers at $8, and Dairy Farms at £26½. Ropes are firmer with buyers offering $28. Providents are wanted at $7½ and Cements at $7. Powells are firmer at $8.10 and Waterboats have come to business at $12.

Exchange.—The Demand rate on London is 3/3⅝ and the T. T. selling rate on Shanghai is 69¼.

## Hongkong And Shanghai Bank

The Manager of the Hongkong and Shanghai Banking Corporation has received a telegram from the Head Office stating that:

"An interim dividend of £2 3/- per share, subject to deduction of income tax, has been declared for the half year ending June 30, 1918. The dividend will be payable on August 12."

## Shanghai Tramways

The following is the Traffic Return of the Shanghai Tramways (Foreign Settlement) for the week ended July 10, 1918, with figures for the corresponding week last year:

| | 1918 | 1917 |
|---|---|---|
| Gross Receipts ... | $33,580.26 | $30,039.56 |
| Less by currency depreciation ... | 7,781.94 | 6,731.45 |
| Effective Receipts. | 25,798.32 | 23,308.11 |
| Percentage of loss by currency depreciation ..... | 24.30 | 23.67 |
| Car Miles run ... | 81,032 | 80,553 |
| Passengers Carried. | 1,547,974 | 1,330,980 |

## LONDON RUBBER MARKET

*Reuter's Service*

London, July 6.—Today's rubber prices were:

Plantation First Latex Crepe.
Spot: 2s. 2½d. Buyers.
October to December: 2s. 4½d. Value.
Tendency of Market. Quiet.
Previous quotation, London, July 5.
Spot: 2s. 2⅝d. Paid.
October to December: 2s. 4½d. Paid.
Tendency of Market. Steady.

## BAR SILVER

*Reuter's Service*

London, July 6.—Today's silver prices were:

Bar Silver Spot: 48⅛d. Quiet.
Previous quotation, London, July 5.
Bar Silver Spot: 48⅛d. Quiet.

### Sharebrokers' Association Transactions

Shanghai, July 11, 1918.

**BUSINESS DONE**

**Official**

Telephone 6% Debs. Tls. 91.00 cash

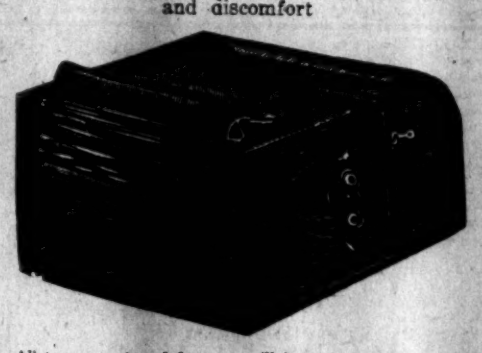
**Unofficial**

Ziangbees Tls. 3.60 cash


**United States Tires Are Good Tires**

**Buy Fly Traps**

Get rid of the flies and save yourself from germs and discomfort



All traps purchased from us will be repaired free of charge excepting broken springs, for which the small charge of replacing same will be made.

Price **$4.00** each

**TAKATA & Co.**

SOLE AGENTS

Telephone **2472**

**The Sparklis Aerated Water Factory, Ltd.**

Factory:—No. 76 North Szechuen Road.

We manufacture the following varieties of Aerated waters:—
American Ice Cream Soda, Pineappleade, Lemonade, Orangeade, Raspberryade, Gingerale, Sarsaparilla, Cream Lemon, Lime Juice and Soda

PRICE.....$0.75 per dozen and $0.50 per dozen for Soda water

to which should be added $0.72 for the cost of the bottles which will be refunded on return of the empties.

The Water used in the Manufacture of our Aerated Waters is sterilised by the latest process "THE ULTRA VIOLET RAYS" which renders it absolutely GERM-FREE.

Order books, etc. on application

THE EASTERN SYNDICATE, General Managers.
Phone Central 3255. 128a Szechuen Road.
17883


## News Brevities

The American Consular offices will be closed today, it being the anniversary of the downfall of the restoration effort of last year.

* * *

The annual general meeting of the shareholders of the Oriental Cotton Spinning and Weaving Co. takes place this afternoon at 3.30 o'clock.

* * *

Mr. Paul M. Marsh will appear in the United States Consular Court tomorrow morning in response to a summons petitioned by the S.M. Police for keeping a dog in the Settlement without having taken out a license.

* * *

Among arrivals here on the Empress of Japan were Mr. and Mrs. Myron Simon who are enroute to Tientsin. The young couple were recently married in Yokohama, the bride having come out on the Shinyo Maru to Yokohama, where Mr. Simon went to meet her.

* * *

Only three trips to Pootoo are to be made this summer by the steamer Hsin Ningshao, according to announcement by the company. These week end excursions will be made on July 19 and 26 and on August 2. Those wishing to book cabins should make early application to Harvey's Advertising Agency, 11a Nanking Road.

* * *

Tientsin papers announce the death of Colonel F. A. Don, formerly of Tientsin, from enteric at Aden on May 24. On the outbreak of the war, he joined the British expedition to Tsingtau. After returning to Tientsin for sometime, he was transferred to India, where he spent more than a year in organising Camel Transport for work in the Aden hinterland. He was a major before leaving India for Aden and was gazetted colonel only the day before his death. He is survived by his wife and two children.

* * *

Judgment for plaintiffs was rendered yesterday in the Mixed Court in the case of the Bureau of Liquidation of the Deutsche Asiatische Bank v. H. Diederichsen and Co., the German firm. The claim was for Tls. 22,755.69, being the amount of interest due on a loan contracted by the defendants with the bank. Mr. G. D. Musso represented the plaintiffs, while the defendants were not represented by counsel. The case was heard before British Assessor Grant Jones and Magistrate Wong.

* * *

A case brought against a Chinese barber, Tsu Ming-san, charging violation of certain regulations of the Shanghai Cimmercial Barber Guild, in the Mixed Court yesterday was dismissed. It was alleged in the plaintiffs' petition that the defendant had violated article 2 of the guild regulations by opening a shop at a distance less that 15 houses from an already established barber shop. The petition was struck out on the ground that since the defendant was not a member of the guild, the articles could not be binding on him. The case was heard before British Assessor Grant Jones and Magistrate Wong. Mr. J. Em. Lemiere represented the guild while Mr. R. F. C. Master was counsel for the defense.

## Today's Band Program

Performances by the Public Band will be given today, weather permitting, programs as follows:

(a) In the Hongkew Recreation Ground at 5.30 p.m.:—
1. March—Clear the Way....Douglas
2. Overture—Charles VI .....Halevy
3. Waltz—Golden Wedding.....Nivad
4. Selection—Il Corsaro.....Verdi
5. Gavotte—Filinette ..... Fletcher
6. Selection—The Chieftain ..Sullivan

(b) In the Public Garden at 9 p.m.
1. March—Herves All .....Bidgood
2. Overture—Ivan ..... Conterno
3. Waltz—Mon Reve .....Waldteufel
4. Selection—Manola .....Lecoc
5. (a) One Step—
Get Out and Get Under..Abrahams
(b) The Love Dance.....Hoschna
6. Andante and Polonaise—Le Thiere
Clarinet Solo.....Mr. L. Cattapan
7. Waltz—Moments In Time.....Buse
8. Selection—
The Casino Girl.....Englander

A. DE KETTE,
Conductor-in-charge.

## Amusements


**ST. GEORGE'S CINEMA**
BUBBLING WELL

*July 12th, 13th, & 14th*

**"Me and Me Moke"**
A delightful English Comedy in 4 Parts
by Richard Canthony author of "A Message from Mars"
produced by the London Film Co.

Also
Scenic and Comic Films

Commencing at 9.15 p.m.

**ISIS THEATRE**
Tonight Tonight

**"THE CANDLE AND THE MOTH"**
Exceptional Nordisk Story
The Three Parts
Featuring the Celebrated Artist
VALDEMAR PSILANDER

To-Night Showing Also
The Thrilling and Exciting
Play in 2 Parts
**"THE BLACK 13"**

Matinee on Saturday at 4 p.m. and Matinee on Sunday at 3 p.m.
On Monday, 15th July
Showing the last 2 episodes of
**"THE GREAT SECRET"**

On Thursday, 18th July
Showing the last 2 episodes of
**"THE VOICE ON THE WIRE"**

**VERDUN GARDEN**
474 Avenue Joffre 474

Musical Concert Every Afternoon at 5 p.m. by Foreign Orchestra
**Open Air Cinema and Vaudeville**
From 9 to 12 p.m.
Tonight Tonight
Grand Debut of the
**MENDORZA DUO**
The King and Queen of Dancers

**DARNOL,**
Artiste comique excentrique francais

In Latest Novelties
**LEO DE MORENA**
Presenting New Songs

UP-TO-DATE CINEMATOGRAPH COMEDIES.


## War Savings Report

**China And Japan War Savings Association**
(The Pioneer Association in the Far East).

Membership
July ..... 3,252
June ..... 3,206
Increase ..... 46

| | £ | s. | d. |
|---|---|---|---|
| July subscriptions, etc. | | | |
| Tls. 4,069.57 at various exchanges ..... | 949 | 16 | 10 |
| Tls. 52,966.70 at 4/9⅛ | 12,697 | 3 | 7 |
| $87,454.55 at 72.3 and 4/9⅛ ..... | 20,212 | 12 | 10 |
| Yen 40,496 at 2/2 19/32 | 4,487 | 5 | 9 |
| | 38,256 | 18 | 3 |
| Subscriptions, etc., already acknowledged (September 1916, June 1918) ..... | £40,386 | 16 | 1 |
| | £678,643 | 14 | 4 |

H. M. MANN.
Asst. Hon. Secretary and Treasurer.

Auditors' Certificate.

We certify that an amount of £38,256-18-3 has been duly remitted to the Association's account in London for investment in 5 percent National War Bonds (1923).

G. H. & N. THOMSON,
Chartered Accountants,
Hon. Auditors.

## AMUSEMENTS


**APOLLO THEATRE**
TONIGHT TONIGHT

*LE COUPABLE*
*LE COUPABLE*
*LE COUPABLE*

A film based on the great masterpiece by Francois Coppee of the Royal Academy.

CAST

| | | | |
|---|---|---|---|
| *Mr. Joube* | *Odeon Theatre* | *Mr. Bernard* | *Comedie Francaise* |
| *Miss Mosse* | " " | *Mr. Roche* | " " |
| *Sylvia* | " " | *Hurnonims* | " " |
| | | *Grehtlat* | " " |

Here is a great band of artistes banded together who will give you a vivid and realistic representation of the story.

*Pathe's British Gazette* — With the crowds at home
*Glimpses of Pond Life* — Another of the clever Nature studies.

*LONESOME LUKE* OH YOU BOY
*LONESOME LUKE*
*A LUCKY MISTAKE*
*A LUCKY MISTAKE*

He's a boy for the laughs is Harold and he's got you some bunch this week.

Time and Prices As Usual

TONIGHT TONIGHT
and on
July 13th, 14th and 15th
At the
**VICTORIA THEATRE**
The Inimitable
**MARY PICKFORD**
IN
**"The Girl of Yesterday"**
A UNIQUE ROMANCE
of the
PAST and PRESENT
In Five Parts

**Olympic Theatre**
PROGRAMME
For July 12th, 13th, 14th and 15th
SHOWING
**"A CONEY ISLAND PRINCESS"**
in Five Parts
PARAMOUNT PICTOGRAPH
**"HIS OWN NEMESIS"**
Comedy
**"WHEN SAMUEL SKIDDED"**
Comedy

*Bright Lights!* Follow the Crowds to **"The Eldorado"** *Bright Music!*

"The Home of Refined Dancing!"

Our First-class Entertainers!

**Aldo-Pini Comical Duo**

The Williamson Troupe

Change of Programme

TONIGHT

*First-Class Floor!* Prof. MARTINEZ Orchestra "EVERYTHING No. 1" *First-Class Service!*

# Chinese and Foreign Banking Announcements

## Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital ..... £1,200,000
Reserve Fund ..... 2,000,000
Reserve Liability of Shareholders ..... 1,200,000

*Head Office:*
38 Bishopsgate, London, E. C.

*Court of Directors:*
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

*Bankers:*
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

*Agencies and Branches:*

| | | |
|---|---|---|
| Amritsar | Iloilo | Puket |
| Bangkok | Ipoh | Rangoon |
| Batavia | Karachi | Saigon |
| Bombay | Kiang | Seremban |
| Calcutta | Kobe | Singapore |
| Canton | Kuala-Lumpur | Shanghai |
| Cebu | Madras | Sourabaya |
| Colombo | Malacca | Taiping |
| Delhi | Manila | (F. M. S.) |
| Foochow | Medan | Tavoy (Lower |
| Haiphong | New York | Burma) |
| Hankow | Peking | Tientsin |
| Hongkong | Penang | Yokohama |

*Shanghai Branch*, 18 The Bund.

Drafts granted on the above agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

## BANQUE DE L'INDO-CHINE

Capital ..... Frs. 45,000,000.00
Reserves ..... Frs. 50,000,000.00

*Succursales et Agences:*

| | | |
|---|---|---|
| Bankok | Hanoi | Saigon |
| Battambang | Hongkong | Shanghai |
| Canton | Mengtze | Singapore |
| Djibouti | Noumea | Tientsin |
| Dondichery | Peking | Tourane |
| Haiphong | Papoote | |
| Hankoou | Pnom-Penh | |

*Bankers:*

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des-Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

## Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President Andre Berthelot.
General Manager, A. J. Pernotta.

Head Office
74, Rue St. Lazare, Paris.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London, County and Westminster Bank Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

## Hongkong & Shanghai Banking Corporation

Paid-up Capital ..... $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver ..... 19,500,000
$34,500,000

Reserve liability of Proprietors ..... $15,000,000

*Head Office:* HONGKONG
*Court of Directors:*
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq. Deputy Chairman.
F. C. Butcher, Esq.
A. H. Compton, Esq.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
*Chief Manager.*
Hongkong—N. J. Stabb.

*Branches and Agencies:*

| | | |
|---|---|---|
| Amoy | Ipoh | Peking |
| Bangkok | Johore | Penang |
| Batavia | Kobe | Rangoon |
| Bombay | Kuala Lumpur | Saigon |
| Calcutta | London | S. Francisco |
| Canton | Lyons | Shanghai |
| Colombo | Malacca | Singapore |
| Foochow | Manila | Sourabaya |
| Hankow | Nagasaki | Tientsin |
| Harbin | New York | Tsingtao |
| Iloilo | | Yokohama |

*London Bankers:*
London County and Westminster Bank, Ltd.

*Shanghai Branch:* 12, The Bund.
*Sub-Age* : 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

## Russo-Asiatic Bank

| | |
|---|---|
| | Roubles. |
| Capital (fully-paid) ..... | 65,000,000 |
| Reserve Fund ..... | 26,000,000 |
| | Kpg. Tls. |
| Capital Contributed by the Chinese Government | 3,500,000 |
| Reserve Fund ..... | 1,750,000 |

*Head office:* Petrograd.
*Paris office:* 9, Rue Boudreau.
*London office:* 64, Old Broad St., E.C.

*Bankers:*
London: Messrs. Glyn, Mills, Currie & Co,
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Iudustrie en France.

*Far Eastern Branches and Agencies*

| | | |
|---|---|---|
| Bombay | Harbin | Peking |
| Chanchun | Hongkong | Shanghai |
| Chefoo | Newchwang | Tientsin |
| Dairen | Nicolayowsk | Vladivostock |
| Hailan | O/Amur | Yokohama |
| Hankow | | |

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
managers for China, Japan and India.

## The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid) .....H.$2,000,000.00
Reserve Fund .....H.$ 240,000.00
Investment reserve fund H.$ 40,000

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Asst. Manager.

## The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital .... 12,279,800.00
Reserve Fund ..... $1,298,553.60
Special Reserve Fund $1,898,933.88

Head Office: Peking.
Branches and Agencies:

| | | |
|---|---|---|
| Peking | Taiyuan | Shanghai |
| Tientsin | Kaifeng | Hankow |
| Changchun | Wuhu | Ichang |
| Antung | Anking | Changsha |
| Dairy | Hangchow | Nanchang |
| Moukden | Ningpo | Kiukiang |
| Newchwang | Nanking | Foochow |
| Harbin | Chinkiang | Amoy |
| Kirin | Hsuchow | Canton |
| Tsinan | Soochow | Hongkong |
| Chefoo | Wusieh | Swatow |
| Tsingtau | Yangchow | Chungking |

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG,
Manager.

## Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital ... Frs. 20,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate
Branches at Peking, Tientsin
Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

*Bankers:*
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

## Yokohama Specie Bank, Limited

(Established 1880.)

*Head Office:* Yokohama, Japan.

Capital Subscribed . Yen 48,000,000
Capital Paid-up ... Yen 42,000,000
Reserve Fund ..... Yen 23,100,000

*London Bankers:*
The London County Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England Ltd
The London Joint Stock Bank, Ltd.

*Branches and Agencies*

| | | |
|---|---|---|
| Bombay | London | S. Francisco |
| Buenos Ayres | Los Angeles | Seattle |
| Calcutta | Lyons | Shanghai |
| Changchun | Manila | Shimonoseki |
| Dalny | Mukden | Singapore |
| Hankow | Nagasaki | Sourabaya |
| Harbin | Newchwang | Sydney |
| Hongkong | New York | Tientsin |
| Honolulu | Osaka | Tokio |
| Kaiyuen | Peking | Tsinanfu |
| Kobe | Rangoon | Tsingtau |

*SHANGHAI BRANCH*

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange business transacted.

K. KODAMA, Manager.

## The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital ..... $300,000.00
Reserve ..... $15,000.00
Deposits (Dec. 31, 1917) $2,067,768.24

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

## International Banking Corporation

Capital & Surplus U.S. $6,500,000.00
Undivided Profits U.S. $1,348,000.00
U.S. $7,848,000.00

*Head Office:*
55 Wall Street, New York
National City Bank Building.

*London Office,*
38 Bishopsgate, E. C.

*Branches:*

| | | |
|---|---|---|
| Batavia | Kobe | San Francico |
| Bombay | London | Santo Domingo |
| Calcutta | Manila | Santiago de los |
| Canton | Medellin | Caballeros |
| Cebu | Panama | Shanghai |
| Colon | Peking | Singapore |
| (Cristobal C.Z.) | | Tientsin |
| Hongkong | San Pedro de Macoris | Yokohama |

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

| | |
|---|---|
| Bahia | Petrograd |
| Buenos Aires | Rio de Janeiro |
| Caracas, | Santiago de Cuba |
| Genoa | Santos |
| Habana | San Paulo |
| Moscow, Russia | Valparaiso |
| Montevideo | |

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND.
Manager.
1a Kiukiang Road, Shanghai.

## Nederlandsche Handel Maatschappij

(Netherland Trading Society.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
*Agencies in Holland:*
THE HAGUE and ROTTERDAM.
*Branches:*

| | | |
|---|---|---|
| Bandjermasin | Padang | Soerakarta |
| Bandoeng | Palembang | Tebing-Tinggi |
| Cheribon | Pekalongan | Tegal |
| Djember | Penang | Telok-Betong |
| Djokjakarta | Pontianak | Tjilatjap |
| Hongkong | Rangoon | Weltevreden |
| Kota-Radja | Semarang | |
| Langsa | Singapore | |
| Makassar | Soerabaya | |
| Medan | | |

*London Bankers:*
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
manager.

## Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

## Commercial Bank of China

*Head office:* SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital .. Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

E. S. MARSHALL,
Chief Manager.

## The Mercantile Bank of India, Ltd.

Authorised Capital ..... £1,500,000
Subscribed Capital ..... 1,125,000
Paid-up Capital ..... 562,500
Reserve Fund ..... 650,000

Head Office, 15 Gracechurch Street, London, E. C.

London Joint Stock Bank, Ltd.
Branches & Agencies.

| | | |
|---|---|---|
| Bombay | Howrah | Madras |
| Calcutta | Handy | Penang |
| Colombo | Karachi | Port Louis |
| Delhi | Kota Bahru | (Mauritius) |
| Galle | (Kelantan) | Rangoon |
| Hongkong | Kuala Lumpur | Shanghai |
| | Singapore | |

*Shanghai Branch.*

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager
26 The Bund.
9752

## BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.
Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager

## SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
N, 1 Kiukiang Road

Capital ..... Yen 30,000,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:
Important places in Japan

London, New York, San Francisco, seattle, Honolulu, Bombay and Hankow.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. Kasahara,
Manager.

Telephones:—
2318 Manager. 4663 Compradore
2350 Gen. Office. 4621 Nights only
3536 General Office.

## The National Commercial Bank, Ltd.

(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital ..... $1,000,000.00
Reserve Fund ..... 266,000.00

*Head Office: Shanghai.*
14, Peking Road.
(Telephone Nos. 2613 and 2614.)

*Branches:*
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager,
Shu Chin Mih, Sub-Manager.
W. G. Yang, Sub-Manager.

行 業 華 中

## CHUNG FOO UNION BANK

(Established in 1917)
Statutes approved by the Government in 1916
*Head office: Tientsin*
Subscribed Capital .... $2,000,000
Paid-up Capital ..... $1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

| | |
|---|---|
| Tientsin | Chinkiang |
| Shanghai | Soochow |
| Peking | Wusieh |
| Hankow | Hangchow |
| Nanking | Ningpo |
| Yangchow | Shaohsing |
| Hsuchow | Canton |
| Pengpu | Hongkong |
| Tsingkianpu | |

Agencies and Correspondents in foreign countries:
London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokyo, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
and also other principal cities in foreign countries.

SHANGHAI BRANCH,
8.441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager.
T. D. Zar, Sub-Manager.
Telephone No. 2618 General Office.
Telephone No. 1929 Manager's Office.

## MITSUI BANK, LTD

SHANGHAI BRANCH
3 Foochow Road

*Capital (Paid-up)..... Yen 20,000,000.*
*Reserve..... " 12,550,000.*
*Head Office:* Tokyo, Japan.
*President:* Baron Takayasu Mitsui.

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Otaru.

Bankers:
*London:* Messrs. Barclays Bank, Ltd The London City and Midland Bank, Ltd.
*New York:* The National City Bank of New York.
The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business Transacted.

K. KENJOH, Manager.

# THE CHINA PRESS MAIL SCHEDULE

FRIDAY, JULY 12, 1918

| Date and Destination | Per | Chi. | Br. | USA | Rus. | Jap. | Rex |
|---|---|---|---|---|---|---|---|
| Today | | | | | | | |
| Moji | Omi maru | | | .. | .. | 23.0( | 19 30 |
| Japan Ports | Omi maru | 18.0 | 17.0( | .. | .. | .. | 17.00 |
| River Ports | Train & Str. | 21.00 | | .. | .. | .. | 21.00 |
| Hankow | | .. | 17.0( | .. | .. | .. | .. |
| Ningpo | | .. | 15.00 | .. | .. | .. | .. |
| Peking and T'tsin (Every day | Train | .. | 7.0( | .. | .. | .. | 17.00 |
| T'tsin (Daily except Sunday) | | .. | 15.00 | .. | .. | .. | .. |
| Tomorrow | | | | | | | |
| River Ports | Train & Str. | 21.0 | | .. | .. | .. | 21.00 |
| Weihaiwei, Chefoo & Tientsin | | | 17.0( | .. | .. | .. | .. |
| Tsingtao, Manchuria & Dalny | Kobe maru | 11.30 | | .. | .. | .. | 11.00 |
| Swatow | | .. | 17.00 | .. | .. | .. | .. |
| Foochow | Hsinchi | 21.0( | | .. | .. | .. | 21.00 |
| Sunday, July 14. | | | | | | | |
| N'saki, Kobe, Y'hama, Canada, Honolulu, U.S. & Europe, via Hon lulu | Rindjani | | | 18.0 | .. | .. | 17.00 |
| Weihaiwei, Chefoo & Tientsin | Shengking | 9.00 | | | .. | .. | 8.30 |
| Swatow | Holhow | 21.( | .. | | .. | .. | 21.00 |
| River Ports | Train & Str. | 21.00 | | | .. | .. | 21.00 |
| Monday, July 15. | | | | | | | |
| Hongkong and Canton | Sungkiang | 21.0( | 17.00 | | | .. | 21.00 |
| Tuesday, July 16. | | | | | | | |
| Moji | Chikuzen maru | .. | | .. | .. | 23.0( | 19.30 |
| Weihaiwei, Chefoo & Tientsin | Shantien | 14.0( | 13.30 | .. | .. | | 13.30 |
| Japan ports | Chikuzen maru | 18.0 | .. | .. | .. | .. | 17.00 |
| Wednesday, July 17. | | | | | | | |
| Amoy and Hongkong | | | 17.00 | .. | | .. | .. |

B Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 3 p.m. Registration at 5 p.m. at the Russian Post Office.

### Passengers Arrived

Per C.N. s.s. Shengking from Tientsin, etc.:—Mrs. Guelch and daughter, Miss Robinson, Dr. Puroes Smith, Messrs S. Y. Powell and Simmerman and 2 French Sisters.

Per I.-C. s.s. Suiwo from Hankow:—Rev. and Mrs. Busher and 5 children, Messrs. Campbell and Evans.

Per H.O. s.s. Tehhsing from Hankow:—Mrs. A. V. Rose.

### Passengers Departed

Per N.Y.K. s.s. Tategami Maru for Japan:—Mrs. Monk and 4 children, Misses K. E. Loxton and E. Sundguist, Mrs. H. Rodgers, Master Ratcliff, Mrs. G. Rose, Mrs. A. V. Rose, Mrs. Angus, Mrs. E. Ros and 2 children, Mrs. J. Cruickhank, Mrs V. E. Ulanoff and child, Messrs. W. E. Hughes, V. A. Kargalskoff, Bishun Singh, M. Nagai and Shearer.

## Local Outports Mail

*Permanent Notice*

| Destination | Mails Close Daily. a.m. | p.m. |
|---|---|---|
| Shanghai-Nanking Train | | |
| Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China. | 7.00 | |
| Soochow, Wusih, Chinkiang, Nanking and all intermediate places | 8.00 | |
| | 9.00 | |
| Nanking all River Ports | 11.30 | |
| Soochow, Wusih, Changchow, Chinkiang, Soochow, Wusih and intermediate places | | 2.30 |
| Soochow, Wusih, Changchow and intermediate places | | 4.30 |
| Soochow, Wusih, Changchow, Chinkiang, Nanking and all River Ports North China | | 9.30 |
| Shanghai-Hangchow Train | | |
| Sinchwang, (and Szeking), Sungkiang, Fengking, Kashan, Kashing, Wangtien, Siashih, (and Tunghianghsien), Changan, Huchow, Nanzin and (also Shihmen and Shihmenwan), Linping and Hangchow (also Shaohing and Siaoshan) | | 1.30 |
| Sungkiang, Kashing, Hangchow and intermediate places | | 3.30 |
| Ningpo via Hangchow | 11.00 | |
| Linghu | | |
| Minhang, Nankiao and Tukiahang | 3.00 | |
| | 11.00 | |
| Tatwan, Nanhwei, Fengsien and Sinchang | 7.00 | |
| | 11.00 | |
| Courier. | | |
| Chowpu | 6.30 | |
| | 11.00 | |
| Foot Boat. | | |
| Chwansha | 6.45 | |
| | 11.00 | |
| Cycle Rider | | |
| Siccawei and Taipae | 8.00 | 2.00 |
| | 10.00 | 4.00 |
| | | 6.00 |
| Klangnan Arsenal | 8.00 | 2.00 |
| | 11.00 | 4.00 |
| Sundays only | | 1.30 |
| Woong Train. | Close | Daily. |
| Woosung (also Paoshan and Klangwan) | 5.05 | 2.10 |
| | 7.00 | 5.00 |
| | 10.10 | 6.30 |
| | 11.45 | |
| Steamer. | Daily. | |
| | Sundays expected | |
| Ningpo, Chinhai, Tinghai and Wenchow | | 2.30 |
| Steam Launch. | Close | Daily. |
| | a.m. | p.m. |
| Tsungming, Paochen, Haimenting and Miaochen | 7.00 | 5.00 |
| | 11.00 | |
| Chuking and Pinghu | 8.00 | |

# GENERAL SHIPPING NEWS

## Future Sailings

### FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| July 15 | — | San Francisco | Rindjani | Dut. | H.C.T. Co. |
| July 19 | — | San Francisco | Shinyo Maru | Jap. | Alexander |
| July 20 | — | Vancouver | Empress of Japan | Br. | C.P.R. |
| July 20 | — | San Francisco | Venezuela | Am. | P.M. S.S. Co. |
| July 27 | — | Tacoma & Seattle | Manila Maru | Jap. | O.S.K. |
| July 29 | — | Seattle, etc. | Katori Maru | Jap. | N.Y.K. |
| July 31 | — | Vancouver | Monteagle | Br. | C. P. R. |
| Aug. 10 | — | San Francisco | Nanking | Am. | C.M.S.S. Co. |
| Aug. 15 | — | Vancouver | Key West | Br. | C.P.R. |
| Aug. 15 | — | Tacoma and Seattle | Attai Maru | Jap. | O.S.K. |
| Aug. 17 | — | San Francisco | Ecuador | Am. | P.M.S.S. Co. |
| Aug. 19 | — | Seattle, etc. | Suwa Maru | Jap. | N.Y.K. |
| Sept. 14 | — | Vancouver | E. of Japan | Br. | C.P.R. |
| Oct. 5 | — | Vancouver | Monteagle | Br. | C.P.R. |

### FOR JAPAN PORTS

| | | | | | |
|---|---|---|---|---|---|
| July 12 | — | N'saki, Kobe, Y'hama | Tategami Maru | Jap. | N.Y.K. |
| July 13 | — | Moji, Kobe & Osaka | Omi Maru | Jap. | N.Y.K. |
| July 15 | — | Kobe | Sado Maru | Jap. | N.Y.K. |
| July 17 | — | Moji, Kobe & Osaka | Chikuzen Maru | Jap. | N.Y.K. |
| July 19 | — | N'saki, Kobe & Y'hama | Yamashiro Maru | Jap. | N.Y.K. |
| July 19 | — | Nagasaki | Penza | Rus. | R.V.F. |
| July 20 | — | Moji, Kobe & Osaka | Takeshima Maru | Jap. | N.Y.K. |
| July 23 | — | N'saki, Kobe & Y'hama | Chikugo Maru | Jap. | N.Y.K. |
| July 24 | — | Moji, Kobe & Osaka | Kumano Maru | Jap. | N.Y.K. |

### FOR EUROPE, INDIA, STRAITS, ETC.

| | | | | |
|---|---|---|---|---|
| — | Marseilles | Shokwa Maru | Jap. | N.Y.K. |
| — | Port Said | Esan Maru | Jap. | N.Y.K. |
| — | Liverpool, etc. | Mishima Maru | Jap. | N.Y.K. |
| — | London, etc. | Kanagawa Maru | Jap. | N.Y.K. |

### FOR SOUTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| July 12 | 4.30 | Ningpo | Hsin Peking | Br. | B. & S. |
| July 12 | 4.00 | Ningpo | Hsin Ningshao | Chi. | N.S.N. Co. |
| July 13 | 3.30 | Ningpo & Pootoo | Kiangteen | Chi. | C.M.S.N. Co. |
| July 14 | — | Foochow | Hsinchi | Chi. | C.M.S.N. Co |
| July 15 | D.L. | Swatow | Holhow | Br. | B. & S. |
| July 16 | D.L. | Hongkong and Canton | Sungkiang | Br. | B. & S. |
| July 16 | — | Hongkong | Chicago Maru | Jap. | O.S.K. |
| July 16 | — | F'chow, K'lung, Takao | Kohoku Maru | Jap. | O.S.K. |
| July 18 | — | Hongkong | Monteagle | Br. | C.P.R. |
| July 18 | 6.00* | Amoy, H'kong & C'ton | Sunning | Br. | B. & S. |
| July 18 | 9.00& | Hongkong & Canton | Yingchow | Br. | B. & S. |
| July 20 | — | Hongkong | Key West | Br. | C.P.R. |
| July 23 | — | Hongkong and Manila | Nanking | Chi. | C.M.S.N. Co. |
| July 23 | — | Hongkong and Manila | Suwa Maru | Jap. | N.Y.K. |
| Aug. 25 | — | H'kong & Singapore | Mexico Maru | Jap. | O.S.K. |
| July 27 | — | Hongkong and Manila | Ecuador | Am. | P.M.S.S. Co. |
| Aug. 18 | — | Manila & Singapore | Arabia Maru | Jap. | O.S.K. |

### FOR NORTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| July 12 | — | Newchwang | Feiching | Chi. | C.M.S.N. Co. |
| July 13 | 1.30 | Dairen | Kobe Maru | Jap. | S.M.R. |
| July 14 | 10.00* | W'wei, C'foo & T'tsin | Shengking | Br. | B. & S. |
| July 15 | — | Tsingtao | Noto Maru | Jap. | O.S.K. |
| July 15 | — | T'tsin, Dairen, T'tao | Keelung Maru | Jap. | O.S.K. |
| July 16 | 4.00 | Tsingtao & Dairen | Sakaki Maru | Jap. | S.M.R. |
| July 16 | 8.00 | W'wei, C'foo & T'tsin | Shuntien | Br. | B. & S. |
| July 18 | 10.00* | W'wei, C'foo & T'tsin | Fengtien | Br. | B. & S. |
| July 19 | — | Vladivostock | Penza | Rus. | R.V.F. |
| July 19 | — | Tsingtao | Yekishin Maru | Jap. | D.K.K. |

### FOR RIVER PORTS

| | | | | | |
|---|---|---|---|---|---|
| July 12 | M.N. | Hankow, etc. | Suiwo | Br. | J.M. & Co. |
| July 12 | M.N. | Hankow, etc. | Chungking | Br. | B. & S. |
| July 12 | M.N. | Hankow, etc. | Tafoo Maru | Jap. | N.K.K. |
| July 13 | M.N. | Hankow, etc. | Nanyang Maru | Jap. | N.K.K. |
| July 13 | M.N. | Hankow, etc. | Ngankin | Br. | B. & S. |
| July 14 | M.N. | Hankow, etc. | Wahta | Chi. | C.M.S.N. Co |
| July 15 | M.N. | Hankow, etc. | Kiangyu | Chi. | C.M.S.N. Co |
| July 15 | M.N. | Hankow, etc. | Kutwo | Br. | J.M. & Co. |
| July 15 | M.N. | Hankow, etc. | Talee Maru | Jap. | N.K.K. |
| July 16 | M.N. | Hankow, etc. | Tatung | Br. | B. & S. |
| July 17 | M.N. | Hankow, etc. | Wuchang | Br. | B. & S. |
| July 18 | M.N. | Hankow, etc. | Tungting | Br. | B. & S. |

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

## Arrivals

| Arrived | | From | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| July 11 | — | Ningpo | Kiangteen | Chi. | C.M.S.N. Co. |
| July 11 | — | Newchwang | Feichiew | Chi. | C.M.S.N. Co. |
| July 11 | — | N. S. Island | Kurama Maru | Jap. | |
| July 11 | — | Hankow | Suiwo | Br. | J.M. & Co. |
| July 11 | — | Hankow | Tafoo Maru | Jap. | N.K.K. |
| July 11 | — | Hankow | Tehhsing | Br. | H.O. & Co. |
| July 11 | — | Hankow | Tseangtah | Chi. | I. & E. L. C |
| July 11 | — | Hankow | Chungking | Br. | B. & S. |
| July 11 | — | Tsingao | Nagasaki Maru | Jap. | |
| July 11 | — | Chefoo | Shengking | Br. | B. & S. |

## Departures

| Date | | For | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| July 11 | noon | Swatow | Kaifong | Br. | B. & S. |
| July 11 | 1.00 | Amoy, H'kong & C'ton | Suiyang | Br. | B. & S. |
| July 11 | — | Hongkong | Kwangtah | Chi. | C.M.S.N. Co. |
| July 11 | — | Chinwangtao | Upolu | Jap. | K.M.A. |
| July 11 | — | Chefoo and Tientsin | Taishun | Chi. | C.M.S.N. Co |
| July 11 | M.N. | Hankow, etc. | Luenho | Br. | J.M. & Co. |
| July 11 | M.N. | Hankow, etc. | Kianghsin | Chi. | C.M.S.N. Co. |
| July 11 | M.N. | Hankow, etc. | Tachang Maru | Jap. | N.K.K. |

## Vessels Loading

### For River Ports

HANKOW & PORTS.—The Co.'s Str. Tafoo Maru Capt. S. Hosokawa, will be despatched from N.K.K. Pootung wharf on Friday, July 12, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Suiwo tons 2571 Capt. Sellar, will leave on Friday, July 12, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking, Capt. J. Meathrel, will leave on Friday, July 12, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents Tel. No. 77.

HANKOW & PORTS.—The Str. Navigation Co.'s Steamer Ngankin, Captain Newcomb, will leave from the French Bund on Saturday, July 13, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. Nanyang Maru, Captain K. Takeuda, will be despatched from N.Y.K. Mail wharf on Saturday, July 13, at about 12 o'clock midnight For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Str. Wahta will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Talee Maru Capt. Y. Taniguchi, will be despatched from N.K.K. Pootung wharf on Monday, July 15, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Kutwo, 2,664 tons, Capt. Gibb, will leave on Monday, July 15, at about 12 o'clock (midnight). For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Tuckwo, 3,770 tons, Capt. Campbell, will leave on Tuesday, July 16, at about 12 o'clock (midnight). For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tatung Capt. C. C. Williams, will leave from the French Bund on Tuesday, July 16, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Wuchang Capt. Pickard will leave on Wednesday, July 17, at about 12 o'clock (midnight) For Freight apply to Butterfield & Swire, Agents. Tel. 77.

### For Southern Ports

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Friday, July 12, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

POOTOO.—The Str. Kiangteen, Capt. Glen, will leave on Saturday, afternoon at 3.30 o'clock. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Sunday, Morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW.—The China Navigation Co.'s Steamer Holhow Captain W. T. Roberts will leave on Monday, July 15, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Str. Sungking Capt. H. Trowbridge, will leave from the French Bund direct for the above ports on Tuesday, July 16, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Captain T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on July 16, at ———— The steam-launch conveying passengers on board will leave the Customs jetty at ———— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Thursday, July 18, at daylight. For Freight or Passage apply to Butterfield&Swire, Agents Freight Tel. No. Passage Tel. 401.

MANILA and SINGAPORE.—The Steamer Arabia Maru, Captain S. Hagata, will be despatched on August 18, at ———— The steam-launch conveying passengers on board will leave the Custom jetty at ———— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

HONGKONG & SINGAPORE.—The Str. Mexico Maru Capt. K. Komiya, will be despatched from the Co.'s Yangtszepoo wharf on Aug. 28, at ———— The steam-launch conveying passengers on board will leave the Customs jetty at ———— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

### For Northern Ports

NEWCHWANG.— The Str. Feiching, Capt. A. B. Baines, will leave on Friday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking Capt. McIntosh, will leave from the French Bund on Sunday, July 14, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401

TSINGTAO.—The Str. Noto Maru Capt. K. Miya, will be despatched on July 15, For Freight, please apply to The Osaka Shosen Kaisha, No. 4. The Bund, Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien, Capt. Northcombe, will leave from the French Bund on Tuesday, July 16, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents French Bund. Freight Tel. No 77. Passage Tel. No. 401.

### For Foreign Ports

TAKOMA AND SEATTLE CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. Manila Maru Capt. N. Kobayashi, will be despatched on July 27. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular to Invoices must accompany to U.S. A. shipment. The steam-launch Conveying passengers on board will leave the Custom's Jetty at ———— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

TACOMA AND SEATTLE CALLING KOBE, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. Altai Maru Capt. ———— will be despatched on August 15. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., Seattle and Tacoma. Consular Invoices must accompany shipment to U. S. A. For Freight, Please apply to The O. S. K., No. 4 The Bund. Tel. No. 4234 and 4235.

### *Launch Services*

**TOMORROW**

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Custom's Jetty at 12.30 p.m.

Tuesday, July 16, 1918.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs' Jetty at 3 p.m.


# C. N. C.

## CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Lsen Yi, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

*Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.*

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via Tientsin).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

*Regular sailings every Tuesday and Saturday and every alternate Thursday.*

For AMOY, SWATOW, HONGKONG, and CANTON S.S.—Suiyang, Sunning, Sinkiang, Yingchow, Sungkiang and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application.

*Regular sailings every Tuesday, Thursday and Sunday mornings.*

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

*Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.*

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE,
Agents 21-23 French Bund.

Freight: Telephone No. 77.
Passage: Telephone No. 401.

# PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"
Trans-Pacific Service
By the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" "VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

| For San Francisco via Kobe, Yokohama and Honolulu | | For Hongkong via Manila | |
|---|---|---|---|
| S.S. VENEZUELA .... | July 20 | S.S. ECUADOR ..... | July 27 |
| S.S. ECUADOR ..... | Aug. 17 | S.S. COLOMBIA .... | Aug. 24 |

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" .....16,000 tons "SANTA CRUZ"..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

| For Colombo via Singapore and Calcutta | | For San Francisco via Cebu and Honolulu | |
|---|---|---|---|
| S.S. SANTA CRUZ .. | AUG. 10 | S.S. COLUSA ..... | AUG. 7 |
| S.S. COLUSA ..... | Oct. 10 | S.S. SANTA CRUZ .. | Sept. 25 |

Safety and comfort of passengers our first consideration. For information re freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

# O. S. K.

## OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
*Under Mail Contract with the Imperial Japanese Government*
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE
For Marseilles
AMERICAN LINE
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria or Vancouver, B. C.

| | | arr. | leave. |
|---|---|---|---|
| For Tacoma and Seattle, Wash. | | | |
| "MANILA MARU" | (18,000 tons) Capt. N. Kobayashi, | July 26, | July 27 |
| "ALTAI MARU" | ...(15,000 tons) Capt. ———— | Aug. 13, | Aug. 15 |
| For Hongkong | | | |
| "CHICAGO MARU" | (12,000 tons) Capt. T. Saito, | July 15, | July 16 |
| For Hongkong and Singapore | | | |
| "MEXICO MARU" | (12,000 tons) Capt. K. Miya, | Aug. 27, | Aug. 28 |

CHINA COASTING LINE

| | | | |
|---|---|---|---|
| For Tsingtau | | | |
| "NOTO MARU" | ... (1,300 tons) Capt. ———— | July 13, | July 14 |
| For Tsingtau, Tientsin and Dairen | | | |
| "KEELUNG MARU" | (1,569 tons) Capt. S. Imai, | July 13, | July 15 |
| For Foochow, Keelung (Formosa) and Takao | | | |
| "KOHOKU MARU" | (2,610 tons) Capt. S. Ohba, | July 14, | July 16 |

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—
H. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4234, 4235.


## Men-of-War In Port

| Section | Date | From | Name | Flag and Rating | Tons | Guns | Man | Commander |
|---|---|---|---|---|---|---|---|---|
| ODW | Aug. 18 | Harkow | D de Lagree | Fr g-b. | | | | |
| | June 9 | | Grat | Br g-b. | | | | |
| SD | June 1 | Cruise | Monocacy | Am g-b. | 190 | | | McFeater |
| WTW | Oct. 27 | Y'tze | Nightingale | Br. g-b. | | | | |
| OD | May 29 | Cruise | Palos | Am g-b. | 190 | 2 | 46 | H. Delano |
| | June 11 | Cruise | Teal | Br g-b. | | | | |
| SD | May 18 | Cruise | Toba | Jap. a-b. | | | | |
| YTPDW | May 10 | Cruise | Woodlark | Br g-b | 150 | 8 | 36 | |


# CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC SERVICE

QUICKEST TIME ACROSS THE PACIFIC

To CANADA, UNITED STATES and EUROPE
via VANCOUVER
In connection with the Canadian Pacific Railway
SAILINGS FROM SHANGHAI

| For Vancouver via Nagasaki Kobe and Yokohama | | For Hongkong | |
|---|---|---|---|
| Empress of Japan .... | July 20 | Empress of Japan .... | July 9 |
| Monteagle * ..... | July 31 | Monteagle ..... | July 15 |
| Key West † ..... | Aug. 15 | Key West † ..... | July 26 |
| Empress of Japan .... | Sept. 14 | Empress of Japan .. | Sept. 3 |
| Monteagle ..... | Oct. 5 | Monteagle ..... | Sept. 21 |

* Monteagle calls at Moji † Key West. Cargo only.

DOMINION EXPRESS TRAVELERS' CHEQUES SOLD
Accepted for full face value in every city in America.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

# T. K. K.

SHANGHAI BRANCH OFFCE

## TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

| | | |
|---|---|---|
| SHINYO MARU ..... | 22,000 tons for San Francisco, | July 19, 1918 |
| KOREA MARU ..... | 20,000 tons for San Francisco, | Aug. 16, 1918 |
| SIBERIA MARU ..... | 18,000 tons for San Francisco, | Aug. 30, 1918 |
| TENYO MARU ..... | 22,000 tons or San Francisco, | Sept. 9, 1918 |
| SHINYO MARU ..... | 22,000 tons for San Francisco, | Oct. 5, 1918 |

FOR HONGKONG DIRECT

| | | |
|---|---|---|
| KOREA MARU ..... | 20,000 tons for Hongkong, | Aug. 3, 1918 |
| SIBERIA MARU .... | 18,000 tons for Hongkong, | Aug. 10, 1918 |

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Building
'Phone No. 3229. (Entrance, 71 Szechuen Road.)

# CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (14,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

| | | | |
|---|---|---|---|
| *S.S. "NANKING" ..... | AUGUST | 10th |
| S.S. "CHINA" ..... | SEPT. | 10th |

FOR HONGKONG VIA MANILA

| | | |
|---|---|---|
| S.S. "NANKING" ..... | JULY | 23rd |
| S.S. "CHINA" ..... | AUGUST | 22nd |

For further information regarding passenger fares, sailings, freight rates etc. apply to
G. J. PETROCELLI.
Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773
* S.S. "NANKING" Does not call at Nagasaki

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW.

# SHIPPING

# N.Y.K.

## NIPPON YUSEN KAISHA

**( Japan Mail Steamship Co.)**

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration)

**EUROPEAN LINE**

For London or Liverpool via ports.

*(For Liverpool.)

| | Tons | | |
|---|---|---|---|
| MISHIMA MARU ..... | 16,000 | ——— | |
| KANAGAWA MARU... | 12,500 | ——— | |

**AMERICAN LINE**

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

| | | | |
|---|---|---|---|
| KATORI MARU ..... | 19,000 | Capt. I. Noma, | July 29 |
| SUWA MARU ..... | 21,000 | Capt. T. Sekine, | Aug. 19 |

**SHANGHAI-YOKOHAMA LINE** (Via Nagasaki, Moji and Kobe.)

| | | | |
|---|---|---|---|
| YAMASHIRO MARU .. | 7,000 | Capt. Y. Nakajima, | July 19 |
| CHIKUGO MARU .... | 8,000 | Capt. K. Soida, | July 23 |
| WAKEGAMI MARU .... | 4,500 | Capt. N. Tsuruhashi, | July 30 |

**SHANGHAI, MOJI, KOBE AND OSAKA LINE**

| | | | |
|---|---|---|---|
| OMI MARU ..... | 7,000 | Capt. M. Machida, | July 13 |
| CHIKUZEN MARU ... | 5,500 | Capt. N. Nojiri, | July 17 |
| WAKESHIMA MARU ... | 4,500 | Capt. A. Nakamata, | July 20 |
| KUMANO MARU ..... | 9,500 | Capt. S. Saito, | July 24 |

**FOR JAPAN**

| | | | |
|---|---|---|---|
| SADO MARU ..... | 12,500 | Capt. K. Shinohe, | July 15 |

**KOBE TO SEATTLE**

| | | | |
|---|---|---|---|
| KAMO MARU ..... | 16,000 | Capt. R. Shimidzu, | Aug. 19 |

**FOR HONGKONG**

| | | | |
|---|---|---|---|
| KASHIMA MARU ..... | 19,000 | ——— | Sept. 5 |
| KATORI MARU ..... | 19,000 | ——— | Oct. 2 |

**FOR MANILA AND HONGKONG**

| | | | |
|---|---|---|---|
| SUWA MARU ..... | 31,000 | ——— | July 23 |
| FUSHIMI MARU ..... | 21,000 | ——— | Aug. 19 |

**AUSTRALIAN LINE**

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

| | | | |
|---|---|---|---|
| NIKKO MARU ..... | 10,000 | ——— | July 17 |
| AKI MARU ..... | 13,500 | ——— | Aug. 21 |
| TANGO MARU ..... | 14,000 | ——— | Sept. 18 |

**CALCUTTA LINE**

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

**BOMBAY LINE**

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.


## CHINESE GOVERNMENT RAILWAYS

## TIENTSIN-PUKOW LINE

## TIME TABLE

(Published by order of the Administration)

0000 — Midnight, 1330 — 130 p.m.

July 1st, 1917. and until further notice

| Mail 101 B. s. | Mail 3. B. s. | Luxe 1. B. S. | Miles | Peking-Mukden Line | Luxe 2. B. S. | Mail 4. B. | Mail 102. B. s. |
|---|---|---|---|---|---|---|---|
| 2055 | 835 | 300 | 0 | dep. Peking arr. | 2220 | 1950 | 1020 |
| 2345 | 1112 | 635 | . . | arr. Tientsin-Central dep. | 1952 | 1700 | 720 |
| 2380 | 1117 | 640 | 84 | dep. Tientsin-Central arr. | 1930 | 1658 | 710 |
| 000 | 1125 | 650 | . . | arr. Tientsin-East dep | 1920 | 1645 | 700 |
| 1910 | 520 | 2310 | 524 | arr. Mukden dep | 230 | . . | 1040 |

| Local 5. | Mail 3. B. s. | | | Tientsin-Pukow Line | | | Mail 4. B. s. | Local 6. |
|---|---|---|---|---|---|---|---|---|
| 715 | 1130 | — | 0 | dep. | Tientsin-East | arr. | — 1705 | 1612 |
| 725 | 1140 | — | 2.71 | arr. | Tientsin-Central | dep. | — 1655 | 1602 |
| 745 | 1200 | — | | dep. | Tientsin-Central | arr. | — 1631 | 1540 |
| 1138 | 1500 | — | 78 | dep. | Tsangchow | dep. | — 1332 | 1221 |
| 1437 | 1746 | — | 143 | dep. | Techow | dep. | — 1048 | 926 |
| 1838 | 2021 | — | — | arr. | Tsinanfu | dep. | — 806 | 640 |
| 7. | : | — | 220 | | : | | — : | 8. |
| 820 | 2031 | — | — | dep. | Tsinanfu | arr. | — 756 | 1812 |
| 1039 | 2231 | — | 266 | dep. | Taianfu | dep. | — 601 | 1542 |
| 1300 | 0038 | — | 318 | arr. | Yenchowfu | dep. | — 349 | 1311 |
| 1315 | 0058 | — | | dep. | Yenchowfu | arr. | — 329 | 1256 |
| 1536 | 316 | — | 377 | dep. | Lincheng | dep. | — 120 | 1032 |
| 1816 | 550 | — | — | arr. | Hsuchowfu | dep. | — 2336 | 810 |
| 9. | : | — | 420 | | : | | — : | 10. |
| 630 | 457 | — | — | dep. | Hsuchowfu | arr. | — 2329 | 2017 |
| 1156 | 833 | — | 523 | arr. | Pengpu | dep. | — 1953 | 1442 |
| 1206 | 840 | — | | dep. | Pengpu | arr. | — 1943 | 1432 |
| 1657 | 1133 | — | 600 | dep. | Chuchow | dep. | — 1618 | 1028 |
| 1848 | 1330 | — | 631 | arr. | Pukow | dep. | — 1530 | 728 |

| Express 16. B. S. | Express 10. B. | | | Shanghai-Nanking Line | | | Express 1. B. | Express 15. B. S. |
|---|---|---|---|---|---|---|---|---|
| . . . | 1420 | . . | 0 | dep. | Nanking-Ferry | arr. | . . 1410 | . . |
| 2300 | 1420 | . . | . . | dep. | Nanking | arr. | . . 1415 | 650 |
| 700 | 2120 | . . | 193 | arr. | Shanghai-North | dep. | . . 755 | 2300 |

| Yenchowfu-Tsiningchow Branch Line | | | | | Lincheng-Tsochuang Branch Line | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 930 | 1330 | 2130 | d. Yenchowfu a. | 630 | 1230 | 2000 | 530 | 1110 | 1800 | N. Lincheng a. | 810 | 1410 | 2100 |
| 1032 | 1455 | 2232 | a. Tsiningchow d. | 528 | 1128 | 1858 | 638 | 1219 | 1908 | a. Tsochuang d. | 702 | 1302 | 1952 |

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

**Conventional Signs.**

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

**Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday**

## *Obituary*

**Mr. Henry S. Goodfellow**

A large number of sympathetic friends attended the funeral of the late Mr. Henry S. Goodfellow yesterday at the Bubbling Well cemetery. The Rev. C. J. F. Symons read the service. The chief mourners were Mrs. Loam, H. Eiblad and Miss Loam. The pallbearers were Messrs. H. O. White, Jas. Malcolm, F. Schwyzer, W. B. O. Middleton, J. W. Barber and E. L. Allen. Because of the special request that no flowers be sent, only members of the family of the deceased sent floral tributes.

## *Provision Prices in Local Market*

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on July 9, 1918.

| | | |
|---|---|---|
| **Butcher's Meat** | | |
| Beef | per lb. | 14-30 |
| Mutton | ,, | 16-30 |
| Pork | ,, | 25-30 |
| Veal | ,, | 35-30 |
| **Fish** | | |
| Bream | per lb. | none |
| Cod | ,, | 14-16 |
| Mandarin | ,, | 30-40 |
| Mackerel | ,, | 14-16 |
| Pomfret | ,, | 14-16 |
| Salmon | ,, | 18-20 |
| Samli | ,, | 40-50 |
| Soles | ,, | 14-16 |
| Whitebait | ,, | 20-25 |
| **Game, Poultry and Eggs** | | |
| Deer | each | none |
| Duck | ,, | 40-80 |
| Eggs | per doz. | 15-17 |
| Fowl | per lb. | 20-22 |
| Geese | each | 50-$1.00 |
| Hare | ,, | none |
| Partridge | ,, | none |
| Pheasant | ,, | none |
| Pigeons | ,, | 15-16 |
| Plover | ,, | none |
| Quail | ,, | none |
| Snipe | ,, | none |
| Turkey | per lb. | 35-40 |
| Teal | each | none |
| Wild Duck | ,, | none |
| Wild Pigeons | ,, | none |
| Woodcock | ,, | none |
| Wild Geese | ,, | none |
| **Fruit** | | |
| Appricots | per lb. | 8-10 |
| Apples | ,, | 10-12 |
| Bananas | ,, | 6-8 |
| Cherries | ,, | none |
| Cocoanuts | each | 15-18 |
| Chestnuts | per lb. | none |
| Figs | per doz. | none |
| Grapes | per lb. | none |
| Lemons | each | 14-15 |
| Lichees | per lb. | 15-20 |
| Mangoes | each | none |
| Mangosteens | per doz. | none |
| Melons | each | 2-4 |
| Oranges | per lb. | none |
| Peaches | ,, | 6-10 |
| Persimmons | ,, | none |
| Peeboes | ,, | none |
| Plums | ,, | 8-10 |
| Pumeloes | each | 15-20 |
| Pineapples | ,, | 8-10 |
| Pears | per lb. | none |
| Strawberries | ,, | none |
| Walnuts | ,, | 10-12 |
| **Vegetables** | | |
| Artichokes | each | 5-6 |
| Asparagus | per doz. | 20-30 |
| French Beans | per lb. | 5-6 |
| Broad Beans | ,, | 6-8 |
| Beetroot | per bunch | 2-3 |
| Bamboo Shoots | per lb. | none |
| Cabbage | each | 3-4 |
| Carrots | ,, | 2-3 |
| Cauliflower | ,, | none |
| Celery | per bunch | 2-3 |
| Egg Plant | per lb | 5-6 |
| Green Corn | each | 1-2 |
| Leeks | per bunch | 2-3 |
| Mushrooms | per lb. | none |
| Onions | ,, | 2-3 |
| Parsnips | per bunch | 2-3 |
| Potatoes | per pic. | $1.20-1.40 |
| Peas | per lb. | none |
| Radishes | per bunch | 1-2 |
| Spinach | per lb. | 3-8 |
| Tomatoes | ,, | 5-6 |
| Turnips | per bunch | 2-3 |
| **Grain and Flour** | | |
| Flour American | per 50 lbs. | $5.50 |
| Flour Australian | ,, | $4.30 |
| Flour Shanghai | ,, | $2.45 |
| Rice | per 200 lbs. | $7.20 |
| **Milk** | | |
| Foreign dairies | per bottle | 20 |
| Chinese dairies | ,, | 17 |

F. J. W. Melville,
Chief Inspector.

## Vessels In Harbor And At Woosung

| Date | From | Ship's Name | Flag | Agents |
|---|---|---|---|---|
| June 25 — | Hongkong | Antilochus | | |
| June 11 — | Manila | Bussie Dollar | | |
| June 15 — | | Capto | | |
| June 15 — | Japan | Chiyodo Maru | Jap. | |
| July 10 — | Hankow | Changwo | Br. | J.M. & Co. |
| June 13 — | Ningpo | Chinchong | Chi. | San Peh S.N. |
| June 13 — | Chinwangtao | Fukuken Maru | Jap. | |
| July 9 — | Japan | Fuji Maru | Jap. | |
| June 29 — | Chefoo | Feiching | Chi. | C.M.S.N. Co. |
| June 11 — | Hankow | Hanping | Chi. | N.Y.P. Iron |
| June 19 — | Tsingtao | Hokushin Maru | Jap. | S.M.R. |
| July 8 — | Japan | Harold Dollar | Br. | |
| June 25 — | | Iosco | | |
| June 10 — | | Jun Maru | Jap. | |
| June 10 — | N. S. Island | Kurama Maru | Jap. | |
| June 15 — | | Kaio Maru | Jap. | |
| July 5 — | Wenchow | Kwangchi | Chi. | C.M.S.N. Co. |
| June 26 — | Chinwangtao | Koyo Maru | Jap. | |
| July 2 — | Japan | Katori Maru | Jap. | N.Y.K. |
| June 28 — | Japan | Kanagawa Maru | Jap. | |
| July 8 — | Hongkong | Kwangtah | Chi. | N.S.N. Co. |
| July 10 — | Hankow | Luenho | Br. | J.M. & Co. |
| July 2 — | Newchwang | Nagata Maru | Jap. | |
| July 10 — | | Omi Maru | Jap. | N.Y.K. |
| July 8 — | Hankow | Poyang | Br. | B. & S. |
| June 15 — | | Shyoei Maru | Jap. | |
| June 25 — | Japan | Santien Maru | Jap. | |
| July 6 — | Japan | Sapporo M. No. 3 | Jap. | S. Shokai |
| July 6 — | Japan | Sapporo M. No. 6 | Jap. | S. Shokai |
| July 9 — | Japan | Santen Maru | Jap. | M.B.K. |
| June 11 — | Dalny | Talten Maru | Jap. | |
| June 15 — | Japan | Tategama Maru | Jap. | |
| July 10 — | Japan | Tategami Maru | Jap. | N.Y.K. |
| June 22 — | Swatow | Taisang | Br. | J.M. & Co. |
| June 27 — | Hongkon | Tenyo Maru | Jap. | Alexander |
| July 4 — | Singapore | Vondel | | |
| June 11 — | Chinwangtao | Yelko Maru | Jap. | S. Shokai |

## Sailed from Shanghai

| | |
|---|---|
| **For London, etc.** | |
| Kaga Maru | May 31 |
| Hirano Maru | June 25 |
| Yokohama Maru | June 18 |
| Tamba Maru | July 5 |
| Kamakura Maru | July 8 |
| **For San Francisco** | |
| Korea Maru | June 6 |
| Siberia Maru | June 13 |
| Colombia | June 22 |
| China | June 24 |
| Tenyo Maru | June 27 |
| Vondel | July 4 |
| **For Seattle** | |
| Suwa Maru | May 19 |
| Fushimi Maru | June 16 |
| Kashima Maru | June 30 |
| **For Tacoma:** | |
| Arabia Maru | June 12 |
| Africa Maru | June 17 |
| **For Marseilles** | |
| Saigon Maru | July 1 |


## CARPETS OF EXCELLENCE

**At the Lowest Possible Prices.**

**Come and See Us.**

The HWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tientsin carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Prices according to quality and size, from $7.50 upwards or, by the square foot, at $0.50 to $1.40 per foot.

For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom. PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgement.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanse Road Corner. The No. is

*127 PEKING ROAD.*

BEWARE *of imitation Carpets*—purported to be made from camel or sheeps' wool—which are really manufactured from Hemp.

A Camel wool carpet will wear for 15 years.

A Hemp Carpet will wear for only 3 years.

## THE CATHAY LACE CO.

**19 Nanking Road, Shanghai**

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, Etc.

Big Stock

of

FILET LACES

for

WHOLESALE

## Dr. C. CAMERON

**DENTAL SPECIALIST**

38 Nanking Road

SHANGHAI

*Office Hours*

9 to 12

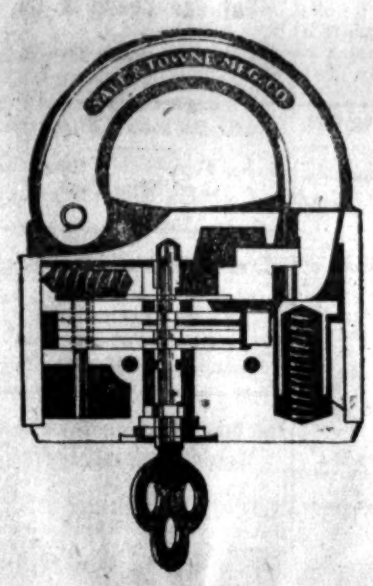
2 „ 6

# The Reason

## For Yale Security

Not what you **see** but what is **concealed** within the case differentiates the Yale lock from other kinds.

The hidden mechanism, as near **perfect** as skill and experience can make it, is adjusted to just **one** key—every tumbler is arranged to accommodate one key and **no other.**




In this mechanism is **strength**—Strength to resist an attack of force when wires and false keys have failed. In this strength and perfect workmanship is **your** security; the security you buy when you insist on Yale products.

*Look for the*

YALE

*Trade Mark*

## MUSTARD & CO.

Sole Agents

22 Museum Road Shanghai


## SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

**Shanghai North To Nanking—Up** (Main Line) **Nanking To Shanghai North—Down**

| STATIONS. | Local | Express R. | Fast R | 3rd and 4th | Fast R | Local | Fast Local | Night Express R.S. | STATIONS. | Local | Fast Local | Fast R | 3rd and 4th | Fast R. | Express R. | Local | Night Express R.S. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHANGHAI NORTH.....dep. | .. | 7.55 | 9.10 | 9.40 | 12.45 | 15.25 | 17.18 | 23.00 | PEKING.....dep. | .. | .. | .. | .. | .. | 8.35 | | .. |
| SOOCHOW.....dep. | .. | 9.41 | 11.22 | 12.20 | 14.55 | 18.15 | 19.21 | 1.08 | TIENTSIN arr. | .. | .. | .. | .. | .. | 11.40 | | .. |
| WUSIH.....dep. | .. | 10.21 | 12.24 | 13.41 | 15.54 | 19.27 | 20.21 | 2.10 | CENTRAL dep. | .. | .. | .. | .. | .. | 12.00 | | .. |
| CHANGCHOW...dep. | 6.50 | 11.22 | 13.16 | 15.06 | 16.48 | .. | 21.25 | 3.10 | TSINANFU.....dep. | .. | .. | .. | .. | .. | 20.27 | | .. |
| TANYANG.....arr. | 8.55 | 12.09 | 14.15 | 16.16 | 17.41 | .. | .. | .. | PUKOW.....arr. | .. | .. | .. | .. | .. | 12.16 | | .. |
| CHINKIANG.....dep. | 9.16 | 12.52 | 14.55 | 17.17 | 18.22 | .. | .. | 5.06 | | | | | | | | | |
| NANKING.....arr. | 11.19 | *14.15 | 16.30 | 19.20 | 19.50 | .. | .. | 6.50 | | | | | | | | | |
| | | | | | | | | | NANKING.....dep. | .. | .. | 7.20 | 8.00 | 11.45 | *14.20 | 15.35 | 23.00 |
| PUKOW.....dep. | .. | 15.20 | | .. | .. | .. | .. | .. | CHINKIANG.....dep. | .. | .. | 9.00 | 10.10 | 13.30 | 16.06 | 16.36 | 1.00 |
| TSINANFU.....dep. | .. | 16.20 | | .. | .. | .. | .. | .. | TANYANG.....dep. | .. | .. | 9.36 | 10.59 | 14.12 | 16.43 | 19.13 | .. |
| TIENTSIN arr. | .. | 18.55 | | .. | .. | .. | .. | .. | CHANGCHOW..dep. | 7.00 | .. | 10.34 | 12.18 | 15.08 | 17.39 | 20.20 | 3.08 |
| CENTRAL dep. | .. | 18.55 | | .. | .. | .. | .. | .. | WUSIH.....dep. | 8.15 | 7.10 | 11.28 | 13.36 | 16.00 | 18.29 | .. | 4.13 |
| PEKING.....arr. | .. | 19.50 | | .. | .. | .. | .. | .. | SOOCHOW.....dep. | 9.35 | 8.08 | 12.23 | 14.54 | 17.01 | 19.21 | .. | 5.13 |
| | | | | | | | | | SHANGHAI NORTH.....arr. | 12.15 | 10.15 | 14.20 | 17.50 | 19.00 | 21.00 | .. | 7.00 |

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

**Woosung Forts to Shanghai North—Up** (BRANCH LINE) **Shanghai North to Woosung Forts—Down**

| WOOSUNG FORTS ..dep. | 6.00 | 8.10 | 10.50 | 13.15 | 14.40 | 16.20 | 18.10 | 20.55 | 21.30 | SHANGHAI NORTH..dep. | 6.10 | 7.30 | 10.05 | 12.25 | 14.00 | 15.30 | 17.20 | 19.10 | 20.45 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KIANGWAN dep | 7.17 | 8.37 | 11.17 | 13.42 | 15.07 | 16.47 | 18.37 | 20.22 | 21.57 | KIANGWAN dep | 6.21 | 7.41 | 10.16 | 12.36 | 14.11 | 15.41 | 17.41 | 19.21 | 20.56 |
| SHANGHAI NORTH .. arr. | 7.25 | 8.45 | 11.25 | 13.50 | 15.15 | 16.55 | 18.45 | 20.30 | 22.05 | WOOSUNG FORTS..arr. | 6.45 | 8.05 | 10.40 | 13.00 | 14.35 | 16.05 | 18.05 | 19.45 | 21.30 |

## SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

**SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"**

| STATIONS | Local | Fast R | Slow | Coolie & Goods | Local | Express R | Local | Local | STATIONS | Local | Local | Fast R | Slow | Local | Coolie and Goods | Express R | Local |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shanghai North ..... dep. | .... | 7.35 | 9.00 | 10.00 | .... | 14.50 | 15.50 | .... | Zahkou ..... dep. | .... | .... | 6.30 | 7.55 | .... | 9.20 | 14.10 | 15.30 |
| Jessfield ..... dep. | .... | 7.51 | 9.16 | 10.23 | .... | 15.06 | 16.06 | .... | Hangchow ..... dep. | .... | .... | 7.00 | 8.30 | .... | 10.00 | 14.35 | 16.05 |
| Siccawei ..... dep. | .... | 7.58 | 9.23 | 10.38 | .... | 15.13 | 16.13 | .... | Changza ..... dep. | .... | .... | 8.04 | 9.48 | .... | 11.40 | 15.20 | 17.36 |
| Lunghwa Junction ..... dep. | .... | 8.15 | 9.40 | 10.53 | .... | 15.30 | 16.29 | .... | Yehzah ..... dep. | .... | .... | 8.41 | 10.31 | .... | 12.39 | 15.51 | 18.40 |
| | | | | | | | | | Kashing ..... dep. | .... | 7.15 | 9.28 | 11.22 | .... | 14.10 | 16.30 | 19.30 |
| *Shanghai South ..... dep.* | .... | *7.45* | *9.10* | *10.20* | *13.35* | *15.00* | *16.00* | *17.55* | Kaskai ..... dep. | .... | 7.48 | 9.53 | 11.55 | .... | 14.48 | 16.52 | .... |
| *Lunghwa Junction ..... dep.* | .... | *8.15* | *9.40* | *10.53* | *13.52* | *15.30* | *16.29* | *18.12* | Sunghiang ..... dep. | .... | 9.05 | 10.47 | 12.59 | .... | 16.08 | 17.40 | .... |
| Sunghiang ..... dep. | .... | 8.59 | 10.48 | 12.02 | .... | 16.07 | 17.42 | .... | *Lunghwa Junction ..... dep.* | *8.18* | *10.33* | *11.38* | *14.08* | *15.33* | *17.23* | *18.23* | .... |
| Kaskai ..... dep. | .... | 9.51 | 11.52 | 13.28 | .... | 16.53 | 18.49 | .... | *Shanghai South ..... arr.* | *8.35* | *10.50* | *11.55* | *14.25* | *15.50* | *17.40* | *18.40* | .... |
| Kashing ..... dep. | 7.40 | 10.25 | 12.30 | 14.35 | .... | 17.22 | 19.20 | .... | | | | | | | | | |
| Yehzah ..... dep. | 8.45 | 11.06 | 13.15 | 15.50 | .... | 17.53 | .... | .... | Lunghwa Junction ..... dep. | .... | 10.30 | 11.35 | 14.05 | .... | 17.18 | 18.20 | .... |
| Changza ..... dep. | 9.45 | 11.41 | 14.00 | 16.50 | .... | 18.24 | .... | .... | Siccawei ..... dep. | .... | 10.39 | 11.44 | 14.14 | .... | 17.28 | 18.29 | .... |
| Hangchow ..... dep. | 11.10 | 12.50 | 15.25 | 18.30 | .... | 19.19 | .... | .... | Jessfield ..... dep. | .... | 10.46 | 11.51 | 14.21 | .... | 17.37 | 18.36 | .... |
| Zahkou ..... arr. | 11.35 | 13.10 | 15.50 | 19.00 | .... | 19.35 | .... | .... | Shanghai North ..... arr. | .... | 11.00 | 12.05 | 14.35 | .... | 17.55 | 18.50 | .... |

**KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO**

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Konzenchiao.... | dep. | 6.50 | 8.25 | 11.25 | 14.00 | 15.55 | 18.35 | | Zahkou..... | dep. | .... | 10.10 | 12.25 | .... | 17.20 | .... | |
| Kenshangmun.. | dep. | 7.10 | 8.50 | 11.40 | 14.15 | 16.15 | 18.50 | | Hangchow..... | dep. | 7.30 | 10.40 | 12.45 | 14.55 | 17.50 | 19.15 | |
| Hangchow..... | dep. | 7.20 | 9.15 | 11.52 | 14.24 | 16.30 | 19.00 | | Kenshangmun.. | dep. | 7.42 | 10.57 | 12.57 | 15.12 | 18.07 | 19.27 | |
| Zahkou..... | arr. | .... | 9.40 | 12.10 | .... | 16.55 | .... | | Konzenchiao.... | arr. | 7.55 | 11.10 | 13.10 | 15.25 | 18.20 | 19.40 | |

R. Restaurant Car.

# Business and Official Notices

## NOTICE

The offices of the American Consulate-General will be closed to Public Business today, July 12, a Chinese National Holiday in commemoration of the Restoration of the Republic.

M. F. PERKINS,
American Consul-in-Charge.

Shanghai, July 12, 1918.

18679

## NOTICE TO EXPORTERS

This Consulate General has been instructed that all outstanding licenses for the importation into the United States of manganese ore from Asia or Australia have been revoked as to ocean shipments made on or after July 20th, 1918, and that hereafter no licenses will be issued for the importation of manganese ore from Asia or Australia if shipped on or after July 20th, 1918.

M. F. PERKINS,
American Consul in Charge.

18683

## The Shanghai Land Investment Company, Limited

SHAREHOLDERS are notified that a Dividend of Five percent (5%) for the half year ending 30th June, 1918, has been declared and Dividend Warrants will be issued on Monday, the 29th day of July, 1918.

The Transfer Books of the Company will be closed from the 19th to the 29th day of July, both days inclusive.

By Order of the Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Shanghai, 12th July, 1918.

18680

## NOW READY

PART I.: VOL. I.

## The Racing Record

Subscription for 1918 including:
Part II. } Vol. I. ..... $10.00
Part I. }
Single copies, Part I., Vol. I. (each) $ 7.50

(Part II. will be published on or about 1st Jan., 1919)

For the above, please apply to
A. W. OLSEN, Compiler,
c/o Shanghai Race Club.

Applicants are requested to enclose remittances with orders.

The Racing Record is intended to serve as a local "Ruff's Guide to the Turf."

Size—Demy 8vo.: cloth bound.

Part I. contains about 450 pages with many illustrations of racing and historical interest.

It gives—

Complete records of every pony placed during 1917/1918 at Shanghai and Kiangwan,

Owners' and Jockeys' Records, 1917/1918, Shanghai and Kiangwan.

Plans of the Race Courses,

Racing information and data of interest to all patrons of the local Turf.

As only a limited number of copies are being printed early application is recommended.

18628

Amusement Advertising will be found on Page 8

## TO LET

From September 1st, No. 6 Haskell Road; Linoleums, Electric and Gas Fittings to be taken over at reasonable value, incoming tenant also has the option of purchasing the complete Dining and Bedroom suites. Apply on Premises.

18675

## S.S. "HAROLD DOLLAR"

The S.S. "Harold Dollar" is now discharging her cargo at the Shanghai-Hongkew-Pootung East Wharf. Consignees are requested to send in their Bills of Lading for countersignature and take immediate delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Wednesday, July 17th, at 10 a.m.

THE ROBERT DOLLAR CO.

18655

## For Sale

15, Avenue du Roi Albert,
French Concession.

Detached 6-roomed residence, with garden, garage, stables and servants' quarters.

For further particulars apply to
**Credit Foncier d'Extreme-Orient,**
20 The Bund,
Entrance Nanking Road.

18660

## For Sale

A few old coins (European). Only those interested need apply, to Box 57, THE CHINA PRESS.

J.13.

## Mme. Tikonovsky

Rumanian Fortune Teller and Devinatriss.

*Reception Hours:*
*10 — 12 and 2 — 8*

291 Avenue Joffre

18663

## SPECIALIST

(can speak English well)
For
Venereal and Surgical Disease.
Man and Woman's Disease.
Skin disease and rheumatism,
Test of blood,
Inject all kind of vaccine,
Serum and 606 (1914),
Charge moderate.
Japanese Dr. K. WATANABE,
A.M., M.D.
21 Haining Road (fifth house from North Szechuen Road)
Tel. North 2278. 17846

## For Sale

American "Extra" quality wired (Ribbed and mazed) glass. ¼" thick spot, cargo. Apply to Box 58, THE CHINA PRESS.

J.13.

## TURKISH BATH

and Massage establishment, fat people reduce and benefit your health. We also cure rheumatism, nervousness, sciatica, gout, limbogo, neuralgia and alcoholic and necotin poison.
15 years' experience in U.S.A.
Prof. I. K. SETO,
Tel. N. 2768. 25 North Szechuen Road.

## The Shanghai Chemical Laboratory

No. 4 Canton Road

## —BILL SMITH—

POETRY

*As an example Bill Smith is quite ample to rhyme with example the port of Constample (see footnote).*

*(Footnote):—*
*"Constample" refers to Constantinople which is on the Care a bean Sea on the slopes of the Rocky Mountains.*

ASK BILL!

*His poetry begins tomorrow*

## Yut Sae Chang & Co.

Wholesale Hardware Merchants, Building Contractors—Engineers' Supplies.
A1284 Broadway, Shanghai.

Alcohol Fans, Spring Hinges and Green Wire Cloth.

17997

## Dr. James Yuking

Men's Diseases only
Hours: 8 a.m. to 8 p.m.
Y.282 North Szechuen Road
Special rates to men in uniform.

## The Oriental Cotton Spinning and Weaving Company, Limited

NOTICE IS HEREBY GIVEN that the Annual General Meeting of the ORIENTAL COTTON SPINNING AND WEAVING COMPANY, LIMITED, will be held at the Yangtsze Insurance Building (Third Floor), 26 The Bund, TODAY, the 12th day of July, 1918, at 3.30 o'clock in the afternoon.

The Transfer Books of the Company will be closed from the 9th to the 12th day of July, 1918, both days inclusive.

Proxies to be valid must be lodged at the Company's Offices not less than 48 hours before the time of holding the Meeting.

By order of the Board of Directors,
ARNHOLD BROTHERS & CO., LTD.,
General Managers.

Shanghai, 24th June, 1918.

18596

## HONMA HOSPITAL,

No. 8a Miller Road. Tel. North 2961.

DR. T. YAMADA,
(former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine,
Children's Diseases.

DR. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases,
Confinements, Surgery,
Skin Diseases,
Venereal Diseases.

## W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)
A1229 BROADWAY & 617 TUNGDONG ROAD, SHANGHAI.
Stocks of
Metals, Hardware and Sundries.
Contractors to
GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.

## FILING CABINETS

In Steel and Polished Oak
AND SUPPLIES

THE OFFICE APPLIANCE CO.
4 Canton Rd., Shanghai Tel. 4778

## *Motor-Cyclists—Know Your Speed*

A STEWART SPEEDOMETER

will increase the joy of motor-cycling. You can know at a glance just how fast you are riding.

For particulars, apply to the Sole Agents,
The Shanghai Horse Bazaar & Motor Co., Ltd.

## MASON & CO.

CONFECTIONERS
No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)
Fancy Cakes and Candies of French Style in All Descriptions
Telephone Central 3829

## Henry the Tailor

wishes to announce that he now has
SEVEN EXPERT CUTTERS
in his establishment, including M. Cooper, formerly employed in high grade London firms and himself.
Tailoring done in both English and American styles.
We solicit Your Patronage

AMERICAN
APPLE CIDER
APPLE CIDER
APPLE CIDER
SWEET
PURE
&
WHOLESOME

For Sale by All Clubs, Hotels and Stores,
Connell Bros. Company,
Agents, Shanghai and Hongkong.

The man worth while is the man with a smile when everything goes dead wrong.

EXPERTS IN SKINS AND BRISTLES.

TERMS—Cash in advance.
You pay for samples and telegrams.

We quote cif Shanghai prices.

WIDLER & CO.
Chungking, West China.
Born 1915—Still Existing.

## JULY 14 JULY 14

Special Dance
at the
## CREST HOTEL

*6 Siccawei Road.*

10 p.m. BILLY HODDS,
*Manager.*

18678

# Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

### APARTMENTS

**WINDSOR HOUSE**
14-15 Quinsan Gardens
Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.
Telephone North 482.

**No. 8 Quinsan Gardens**
To let with board comfortable furnished rooms, with every convenience, Excellent cuisine, accommodation for table boarders. Terms moderate. Apply Mrs. G. Pollock.

TO LET, fully furnished, 450-A Avenue Joffre.

18681

TO LET, well-furnished attic room with bathroom. Please apply 17 Quinsan Gardens.

18686 J.14.

TO LET: Two very desirable single well-furnished bedrooms, bathroom attached. Suitable for bachelors or married couple. Very good board and attendance, near Bund. Terms $70 each. Apply to Box 76, THE CHINA PRESS.

18673

TO LET: Central, one large, airy, cool, well-furnished and newly painted bedroom. Excellent board and attendance, near Bund. Terms $130 for two. Apply to Box 75, THE CHINA PRESS.

18673

33 SEYMOUR ROAD. To let, furnished rooms with board. Please apply to Mrs. Hopkins, corner of Avenue Road. Tel. West 457.

18664 J.14.

TO LET with board, by the day or month, comfortably furnished bedrooms, Western district, vicinity Country Club, for terms, apply to Box 62, THE CHINA PRESS.

18640 J.14.

CENTRAL DISTRICT: To let, one large double bedroom with bathroom attached, terms moderate. Also vacancy for one or two table boarders. Apply Mrs. Benn, 9 Hankow Road, Flat 18.

18540 J.12.

### LOST

LOST: Near Messrs. Mactavish & Co., Ltd., Broadway and North Soochow Road, one lady's diamond studded wrist watch. Reward. Apply to Box 81, THE CHINA PRESS.

18684 J.13.

### SITUATION VACANT

WANTED: English speaking governess for 2 children 3 and 4 years old by French lady, who is going shortly to California for 9 months. Passage free out and back. Good salary. Apply to Box 69, THE CHINA PRESS.

18656 J.16.

WANTED: College graduate to teach advanced mathematics in Chinese home, 2 hours in the morning throughout this summer. State experience and salary desired. Apply in writing to K.K.N., 22 Wayside Road.

18630 J.13.

### TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

### HOUSES TO LET

TO LET: At once, detached furnished house in the French Concession. Mosquito screens throughout. Six rooms, Tennis court and Garage. About five miles from Bund, beautifully cool. Apply to Box 78, THE CHINA PRESS.

18676 J.12.

TO LET: No. 6 Wayside Road, corner residence of five good rooms, near Wayside trams. Rent Tls. 60. Apply premises for inspection; further particulars Hammond, No. 38 Nanking Road.

18574

### OFFICES, ETC., TO LET

GODOWNS TO LET. Two large ground-floor godowns to let, on Kiangse Road from August 1. Apply at THE CHINA PRESS Office or No. 10 Yangtszepoo Road.

18672 J.17.

### HOUSES WANTED

WANTED two roomed furnished housekeeping flat. Apply to Box 80, THE CHINA PRESS.

18682 J.17.

WANTED for 3 to 6 months or more by two bachelors, furnished detached house with garden and garage. Rent to Tls. 200 for suitable house. Would take over servants. Reply to Box 70, THE CHINA PRESS.

18657 J.12.

### APARTMENTS WANTED

WANTED a foreign fashioned house of 4 or more bedrooms by a Chinese family. Apply to Box 79, THE CHINA PRESS.

18677 J.17.

### EDUCATIONAL

PRIVATE lessons in English by certificated professional English lady teacher. Reasonable terms. Apply to Box 28, THE CHINA PRESS.

18557 J.13.

### SITUATIONS WANTED

FOREIGN mechanics wanted for factory work at Shanghai, Tientsin and Hankow. References required. Apply to Box 82, THE CHINA PRESS.

18685 J.12.

POSITION WANTED by an experienced young man, with thorough knowledge of bookkeeping. Good references. No objection to outport. Apply to Box 73, THE CHINA PRESS.

18667 J.17.

### Exchange and Mart

WANTED: Second hand Scripps Booth car, or Hupmobile with self starter, or would consider other cars. Must be in good condition. Apply to Box 77, THE CHINA PRESS.

18676 J.13.

STANDARD AMERICAN Caustic Soda:—30 tons available for prompt shipment. Send offers to The Eastern Syndicate, 128A Szechuen Road, Phone 3255.

18638

SELLING CHEAP: 1 doz. first-class rebuilt 12" Underwood typewriters. Fredk. Large & Co., 35 Canton Road. 1st floor.

18619 J.12.

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